Minimus Consideration of the second s

NEW SERIES No. 5084 **姚四初月正年四十三緒光** WEDNESDAY, FEBRUARY 5. 1908. \$30 PER ANNUM. 三拜禮 沈五月二英洛香 SINGLE COTY, TO CENTE. Banks. Banks. Mails. Shipping—Steamers JOKOHAMA SPECIE BANK, HONGKONG AND SHANGHA BANKING CORPORATION. AND GRIENTAL Reserve Funds :---STEAM NAVIGATION COMPANY. Storling Branches and Agencies. £1,000,000 at 2/-=\$10,000,000 TOKIO. CHEFOO. TIENTSIN. WEST RIVER STEAMERS. OSAKA. RESERVE LIABILITY OF PROP'TORS.\$10,000,000 PEKIN. NAGASAKI. NEWCHWANG. COURT OF DIRECTORS: LONDON DALNY. LYONS. PORT ARTHUR. G. H. Modhurst, Esq., Chairman. TO SAIL ON STEAMERS NEW YORK ANTUNG. Hon. Mr. Henry Keswick, Deputy Chairman SAN FRANCISCO LIOYANG. G. Friesland, Esq. I E. Bhellim, Kaq. JOINT SERVICE OF Honolulu. MUKDEN R. Shewan, Hsq. A. Fuchs, Esq. BOMBAY. TIE-LING. HONGKONG, CANTON AND MACAO STANDONT CO., LTD., AND H. A. W. Slade, Esq. SHANGHAL' CHANG-CHUN C. R. Lenzmann, Esq. H. E. Tomkins, Esq. HANKOW. THE CHINA NAVIGATION COMPACTION. A. J. Raymond, Esq. Head Office: YOKOHAMA. CHIEF MANAGÉR: LONDON, &c., via usual Ponts j Peninsular 8th Feb., ? See Special Hongkong-J. R. M. SMITH Noon. Hongkong:-Interest Allowed. MANAGER: .. HONGKONG-CANTON LINE On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. Shanghai- H, E. R. HUNTER. MARSEILLES, LONDON and SPALAWAN About 12th & Freight and S.S. "HONAM " 2,363 Tons, "POWAN " 2,338 Tons, "FATSHAN " 2,260 Tons, LONDON BANKERS-LYINDON AND COUNTY On fixed deposit :--"BANKING COMPANY, LIMITED. ANTWERP...... [Capt. C. R. Longden, R.N.R.] Feb. Passage. "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons. HONGKONG-INTEREST ALLOWED: Departures from Hongkong to Canton daily at 8 A.M. (Sunday excepted), 10 P.M. ····47 On Current Account at the rate of 7 per Cent. (Saturday excepted). per Annum on the daily balance. or Further Particulars, apr ly to TAKEO TAKAMIOHI, Departures from Canton to Hongkong daily at 8 a.m. and 5 P.M. (Sunday excepted). Manager. ON FIXED DEPOSITS: The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Queen Street What West, returning from Canton every Tuesday, Thursday and E. A. HEWETT, Superinter dent. Hongkong, 31st October, 1907. For 3 months, 24 per Cent. per Annum. For 6 months, 34 per Cent. per Annum. Hongkong, 5th Pebruary, 1008 Saturday, at 5 P.M. INTERNATIONAL BANKING For 12 months,"4 per Cent. per Annum. These Steamers carrying His Majesty's Mails, are the largest and fastest on the River. w. J. R. M. SMITH, CORPORATION. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Intimations. FISCAL AGENTS OF THE UNITED STATES Hongkong, 16th January, 1908. IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA. HONGKONG SAVINGS BANK. SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. LANE, CRAWFORD & CO. CAPITAL PAID UPGOLD \$3,250,000 THE Business of the above Bank is conducted L bythe HONGKONG AND SHANGHAL ABOUT MEX \$7,222,222 BANKING CORPORATION. Rules may be RESERVE FUNDGOLD \$3,250,000 HONGKONG-MACAO LINE. obtained on application. **EABOUT MEX \$7,222,222** S.S. "SUI-AN " 1,651 Tons and "SUI-TAI " 1,651 Tons, *NTEREST ondeposits is allowed at ga PER HEAD OFFICE: Departures from Hongkong to Macao on week days at 8 A.M. from Douglas Wharf and 60 WALL STREET, NEW, YORK. Depositors may transfer at their option REAL MACKENZIE WHISKY. at 2 P.M. from the Company's Wharf. b lances of \$100 or more to the HONGKONG AND LONDON OFFICE! SHANGHAI BANK to be placed on FIXED On Sundays Special Cheap Excursions as per particulars at foot, THREADNEEDLE HOUSE, E.C. DEPOSIT at 4 PER CENT. per annum. Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M. VERY SPECIAL LIQUEUR. For the HONGKONG AND SHANGHAI LONDON BANKERS: BANKING CORPORATION, BANK OF ENGLAND. \$21.00 PER DOZ. \$1.85 PER BOTTLE. NATIONAL PROVINCIAL BANK OF J. R. M. SMITH, JOINT SERVICE OF Chief Manager. England, Limited. HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CAPITAL AND COUNTIES BANK, LTD. Hongkong, 12th January, 1907. THE CHINA NAVIGATION COMPANY, LTDI, AND THE INDO-CHINA STEAM NAVIG BRANCHES AND AGENTS ALL OVER THE MACKENZIE WHISKY TRUTSCH ASIATISOHE BANK COMPANY, LTD. CAPITAL FULLY PAID-UP ... Sh. Taels 7,500,000 THE Corporation transacts every Descrip-OLD MATURED. tion of Banking and Exchange Business, HEAD OFFICE-SHANGHAL CANTON-WUCHOW LINE. receives Money in Current Account at the BOARD OF DIRECTORS: BERLIN. \$14.00 PER DOZ. | \$1.20 PER BOTTLE. S.S. " SAINAM," 588 Tons, and "NANNING," 569 Tons. rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates :-BRANCHES: One of the above steamers leaves Cauton for Wuchow every Monday, Wednesday a For 12 months 44 per cent, per annum. Hamburg Hankow Calcuita Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Tientsin, Singapore Poking These Whiskies are prepared from the Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are Fsinaniu Tsingtan Yokohama lighted throughout by electricity. FOUNDED BY THE FOLLOWING BANKS AND No. 9, Queen's Road Central, choicest ingredients, correctly distilled Koenigliche Seehandlung (Preussis-W. M. ANDERSON. and aged in wood. It is the most perfect EXCURSIONS TO MACAO. che Staatsbank) Manager. Direction der Disconto-Gesellschaft Hongkong, 23rd January, 1908. stimulant obtainable. Deutsche Bank Berlin. S. Bleichroeder On SUNDAYS, the Company's Steamship "SUI-AN" will depart from Douglas Wharf THE CHARTERED BANK OF INDIA, Berliner Handels-Gesellschaft AUSTRALIA AND CHINA. at 9 A.M. Returning from Macao at 5 P.M. Bank fuer Handel und Industrio. Popular Excursion Rates as usual, Sole Agents in the East— Robert Warschauer & Co. INCORPORATED BY ROYAL CHARTER, 1853. N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and Mendelssohn & Co. HEAD OFFICE:-LONDON. LANE. CRAWFORD M. A. von Rothschild & Soehne) Frankfurt from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the refacob S. H. Stern Telephone 97. turning steamer from Macao. Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln. RESERVE LIABILITIES OF PROPRIE-Sayerische Hypotheken und Wechselbank, Further particulars may be obtained at the Office of the-HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., INTEREST ALLOWED on CURRENT LONDON BANKERS: HOTEL MANSIONS, (FIRST FLOOR), ACCOUNT at the Rate of 2 per cent, per Messis, N. M. ROTHSCHILD & SONS. annum on the Daily Balances. opposite the Hongkong Hotel. THE UNION OF LONDON AND SMITH'S BANK, On Fixed Deposits for 12 months, 4 per cent. SPECIAL DEUTSCHE BANK (BERLIN), LONDON AGENCY. FINEST · 6 ,, ... 3 ,, DIRECTION DER DISCONTO GESELLSCHAFT. Intimations. JOHN ARMSTRONG. INTEREST allowed on Current Account. LIQUEUR DRPOSITS received on terms which may be Hongkong, 6th January, 1908, earned on application. Every description of One of the most prominent Medical men of ARE THE BEST WHISKIES OBTAINABLE. tanking and Exchange business transacted Telejos NEDERLANDSCH-INDISCHE A. KOEHN. China said: A HANDELS BANK. No. 75. MACGREGOR & CO., "ongkong, 4th December, 1907, (NETHERLANDS INDIA COMMERCIAL BANK.) "Where Bear Brand Milk is NEDERLANDSCHE HANDEL-WINE AND SPIRIT MERCHANTS, BETABLISHED 1863. MAATSCHAPPIT. 15, Queen's Road Central. (Netherlands Trading Society.) Authorized Capital.Fl. 15,000,000 (£1,250,000). Subscribed Capital.Fl. 10,000,000 (Paid-up), Known, the public will Hongkeng, 30th January, 1908. ESTABLISHED: 1824. Reserve FundFl. 2,112,570.36 (£176,048). PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000). *#SERVE FUND FI. 5,378,375 Head Office :- AMSTERDAM. CHAMPAGNE. Sub-Office:-THE HAGUE. (about £448,000). have no further com-Head Agency :- BATAVIA. Head Office-Amsterdam. BRANCHES:-At Singapore, Sourabaya, Sama-G. H. MUMM & CO. rang, Indramajoo, Bandoeng and Welte-Head Agency—BATAVIA. plaint as to their milk ANCHES :- Singapore, Penang, Shanghai, CORRESPONDENTS: - At Cheribon, Tegal, Peca-Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotaongan, Macassar, -- Pontianak, Padang, MOST POPULAR WINE Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djedcab supply." Radja (Acheen), Baudjermasin, Can be had in the following qualities: Bangkok, Saigon, Shanghai, &c. Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bang-BANKERS: kok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney,

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

all other Brands.

pondents in the East, on the Continent, in and Obtainable at all Wine Merchants in the Great Britain, America, and Australia, and Colony, and from Shewan, Tomes & Co., sole

Wotel.

(TELEGRAMS-VICTORIA-SHAMERN), SHAMBEN, CANTON, ON THE BRITISH CONCESSION.

H. HAYNES,

MACAO HOTEL (Trlegrams-Farmer-Macao). MACAO, CHINA, IN THE CENTRE OF THE PRAIA GRANDE

RUROPBAN MANAGEMENT.

HOTELS BLECTRICALLY LIGHTED AND UNDER STEERIENCED

RYBRY COMPORT AND CONVENIENCE FOR RESIDENTS AND

For Sale at

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PARISIAN DRESSMAKERS AND COURT MILLINERS.

THE MUTUAL STORES,

WATSON & CO., LD.,

F. BLACKHEAD & Co.

and all its BRANCHES.

Specially Imported for the Races.

LANE. CRAWFORD & CO.

and the Agents-

HONGKONGHOIEI PIRST CLASS AND UP-TO-DATE,

Potel.

Military Band during dinner on Saturday Nights.

Manager.

Hoogsbyg, tist Jupe, 1907.

London : The Williams Descons Bank, Ltd. Swiss Bankverein.

Paris: Comptoir National d'Escompte de Paris

Brussels :- Banque de Paris et des Pays Bur,

THE BANK buys and sells and receives

In for collection Bills of Exchange, issue

Letters of Credit payable in all important places

of the world and transacts every description of

On Current Account at the rate of 2 % per

On Fixed Deposits: 12 months 4 % per annum.

Rome:—Banca Commerciale Italiana.

Banking and Exchange business.

annum on the daily balances.

16, Des Vœux Road Central.

Berlin: - Deutsche Bank.

Vienna:—Union Bank,

A. P. DAVIES. de la Manager

L VAN HOUTEN,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS

BANK, LIMITED.

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ransacts banking business of every description.

INTEREST ALLOWED.

Fixed Deposits 12 months 41% per annum.

Hongkong, 18th November, 1907.

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collection Bills of Exchange, issues

Sales in the United States exceed the total of

Served in all Clubs and First-class Hotels, On Current Accounts 2% per annum on daily agents.

TOURISTS. AND MUTUAL TOURISTS

Shipping—Steamers.

NORDDEUTSCHER

BREMEN.

TO SAIL NAGASAKI, YOKOHAMA, and ["PRINZ SIGISMUND"...... Noon, 6th Feb., 1908. Capt. D. Lenz GENOA, ALGIERS,) " PRINZ HEINRICH" WEDNESDAY, GIBRALTAR, SOUTHAMPTON, Capt, Grosch ANTWERP and BREMEN SHANGHAI, NAGASAKI, KOBE] "GORBEN", About WEDNESDAY, 12th Feb , 1908. guaranteed MANILA, NEWGUINEA, BRIS-"PRINZ SIGISMUND" THURSDAY, Capt. D. Lenz 5 P.M., 27th Feb., 1908. BANE, SYDNEY, and MEL-BOURNE.....

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

BORNEO " Middle of February. Capt. F. Sembill

"GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th February, 1918

KUDAT and SANDAKAN......

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamors "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING. BUTTERFIELD & SWIRE. For further information apply to-

WEST RIVER BRITISH J.S. COMPANIES.

Hongkong, and November, 1907.

REGULAR HONGKONG-SANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

8.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cursine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents :- Messrs. E. Pasquet & Co.

For further particulars, please apply to-

BARRETTO & CO. Agents,

Hongkong, 5th April, 1907.

REQULAR THREE-WEEKLY SERVICE JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAH	First half Feb.	JAVA PORTS	First half Feb.
TJILATJAP	Japan'	First half Feb.	JAVA PORTS	First half Feb.
tjipanas	JAYA	Second half Feb.	JAPAN	Second half Feb.
TJIKINI	JAVA	Second half	JAPAN	Second half Feb.
TJIMAHI	JAVA	Second half Feb.	JAPAN	Second balf Feb.
TJILIWONG.	JAPAN	Second half Feb.	JAVA PORTS	First half Mer.

The Bteamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-IAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st floor,

Hongkong, 18th January, 1908.

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Mentistry.

10 JB	in Ting.		Dr. M. H. C.	HAUN,
in the same of the same	ONE OF DENTISTR		THE LATEST &	ETHOD
Latest Meth	ODS OF DENTISTR		of the	
Compart NO	A D'AGUILLE STREET.		Literate	OF DENTISTRY
REASO		AS LIST MARCHAN	A THE STATE OF THE	

Entimations.

LLOYD, THE YOKOHAYA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking. and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyda' surveyors).

Two powerful Twin Screw Townsats are avulable for taking Vessels in or out Dock, and for taking Salling Vessels in or out of the bay. The floating derrick is capabl of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Budge Work, and all kinds of Machinery are made on the premises.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681. Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. A. 1, and Watkins.

Yokohama, May 23rd, 1905.

IMPERIAL BREWING COMPANY

_IMITED. To

PURE CREAM BEER

For samples and prices please apply to

Liebers, Scotts,

SUPPLY CO. WINE GROWERS BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN. 8. PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs ... Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight -- free. SHANGHAI, CALCUTTA, LONDOM,

11. John Street, Bedford Row, W.C. Haugkang, 27th November, 1006.

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566, Nanking Road. 59, Bentinck Street.

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FIRST-CLASS EUROPEAN HOTEL.

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES. STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room. Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

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Special Terms for Tourists and Parties or Families.

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NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Ricctric Lights, Fans and Call Bells.

Uprivalled for Comfortand[Cuisine. Thoroughly Up to Date with Every Modern Billiards and Bowling, Alleys, Moderate Terms and No Extras.

Bath Rooms attached to Each Room. Telegraphic Address; CHEF" HONGKONG.

No. 10 Mary and Was West

Modern Management. O. R. OWEN.

PLUBERTA CAP, the PRAN DOOR the TRAM TERMINUS, Tel. 56.

For Lerms, &c., apply to the

A THIRTY YEARS' WAR

HOW THE DUTCH HUNT DOWN THE REBELS.

Singapore, December 12. Litut General J. B. van Heutst, the Governor-General of Netherlands India, has

gone on a sp cial mission to Acheen, as" result of the criticisms passed in the Dutch Parliament on the slow pacification of Achinese. He is to report on the situation to the Minister for the Colonies at The Hague

The war in Acheen proceeded for thirty-four years, and to-day, even in Acheen proper, the natives do not take kindly to the foreign yoke. Eleven years ago Acheen proper became more or less fully dominated by the Dutch, but of late unrest has shown itself more than usually prevalent, and the infliction of taxation this year has intensified the hostility.

In the districts beyond Acheen proper the rebels are headed by the Ulemas, or priests, who stir up the Achinese with exhortations Mahommedan fapaticism, Opinion is almost unanimous that the chief difficulty of the Dutch lies with these priests, and it is probable that the Governor will recommend that they be hunted down and exterminated, for they have resolved to fight to the death, and conciliation is uscless. In Acheen proper they have little power, but in Pedir and other remote parts they Tenders will be made up when required and the workmanship and material will be are strong, and it is difficult to hunt them down, for the people sympathise with them and help them. An expert on Achinese affairs contends that their extermination is mainly to be achieved by the expenditure of guilders as blood money, for he believes for gold the natives would betray the hiding-places even of their

> It was this Governor-General himself who made a name eleven years ago by suppressing the great revolt in Acheen, so that he is fully conversant with the place and the people. Successive governors had tried conciliation and mild measures, including the control of the natives through Achinese mercenaries, who formed part of the garrison." Van Heutez was appointed Governor of the Acheen territory, and immediately by rigorous measures restored peace in Acheen proper.

> Since then he has been occupied with the wider duties of Lieutenant-Governor of Netherlands India, and the administration of Acheen has been in the hands of milder men, under whose slack rule things have gone from bad to worse, till the situation has compelled the Dutch Parliament to take prompt steps to effect a stoppage to the constant drain on the national finances.

BARBARITY THRIVING,

An expert view, with which General var Heutez is understood to sympathise, is that the territory must be subdued with the relentless energy now being shown by the Japanese in subduing the Formosans. It is likely that following his report, the same thoroughness. will be shown in Acheen as he enforces in South Sumatra, Borneo, Timor, Celebes, and

On the other hand, an officer of the Dutch Army has stated in the Java Press that one of the chief causes of the trouble has been the unwillingness of the home Government in Holland to sanction the utilisation of sufficient men and money to make a good job of the warfare. The result has been that the Achinese are more than ever convinced that they cannot be overcome by a nation conducting a war on such economical lines, and powerlessness has led to the scanty Dutch troops indulging in methods of terrorism and devastation in order to reduce the natives to submission. In short, the war has now sunk to guerrilla tactics of the most creel kind, especially when native troops are mostly engaged.

Barbarity he found to be thriving amid surroundings of rebellion, hatred, and revenge. Reports of engagements merely speak of so many Achinese killed, whereas prisoners taken are coolly shot down whenever their custody hampers the movements of the flying columns.

The rifle bullets used are small and smooth and have no stopping power. The soldiers have a way of making them more painful, for they artificially expand them and work them so that they have rough edges. This may be borne in mind, especially when one is reminded of the use of the Dumdum bullets in recent years and the outcry that arose in Holland thereon

Finally this officer sums up the evils of the last few years as follows: Lack of wise Government measures, want of confidence in the he d men, the increasing use of brute force, the utilisation of the patrol force, not for maintaining order, but for terrorising the people, the limitation of the pacified area to the range of rifle fire, and increasing vigour given to the rebal party. Press opinions in Java differ as to the "thorough " policy. Some think it would be throwing good money after had. Others contend that the Government should send more men and money and finish the campaign effectively .- Pall Mall Gazette,

SWATOW DRAWN WORK COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of HAND MADE DRAWN CHINESE Linen, Grass Cloth, &c.,

all of the best quality;

SWATOW BEST PEWTER WARE NTON EMBROIDERY and CHINESE

all from the best French pattern HONGKONG AND SWATON

Public Companies

HONGKONG AND SHANGHAL BANK-ING CORPORATION.

OTICE is hereby given that the ORDIN-THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkoug, on SATURDAY, the 15th day of February, 1908, At Noon, for the purpose of receiving the Report of the Court of Directors together with Statement of Accounts to 31st December.

By Order of the Court of Directors, J. R. M. SMITH,

Chief Manager. Hongkong, :8th anuary, 1908.

ONGRONG AND SHANGHAL BANK ING CORPORATION

OTICE is hereby given that the RR-GISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 3rd, to the 15th day of February, 1908, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager, Hongkoog, 28th January, 1908.

HONGKONG AND WHAMPON LOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING Ligor SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 24th February 1938, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December,

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 29th January, 1908.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY L . HILF-YEARLY MEETING OF SHAREHOLDERS in this Company, will be held at the Office of the Company, Hotel Mansons, on TUESDAY, the 25th February, at 12 o'clock Noon, for the purpose of receiving Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and

· lecting Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th February, both days inclusive.

By Order of the Board of Directors, W.E. CLARKE,

Hongkong, 4th February, 1908

Notices of Firms. HONGKONG GENERAL CHAMBER OF

NOTICE.

THE Secretaryship of the Chamber is taken over by Mr. E. A. M. WILLIAMS from

COMMERCE

EDBERT A. HEWETT, Chairman.

Hongkong, 1st February, 1908.

NOTICE.

WE have admitted Mr. GEORGE EDWARD MORRELL into partnership with us and the firm's business will from this date be carried on under the firm name of GOLDRING, BARLOW and MORRELL. GOLDRING & BARLOW.

INTERNATIONAL SLEEPING CAR

EXPRESS TRAINS Co.

. (THE

Hongkong, 13' February, 1908,

GREAT TRANS-SIBERIAN ROUTE

TO EUROPEJ

[AVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Hangkang, 31st July, 1007. A WONDERFUL DISCOVERY.

all nature, so to speak, is ransacked by the scien-tific for it a comfort and kappiness of man. Science has indeed made giant strides during the past century, and among the-lay no means last to portant-discoveries in medicine comes that of

This preparation is unquistionably one of the most gramme and reliable Fatent Medicines over introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpran, Malsonneuve, the well-known Chassalynac, and indeed by all who are regarded as authorities in such matters, including the celebrated Lallemand, and Hour, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remark we tilek there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of those diseases has (like the famed philosopher's stone) been the object of search of some hopeful, generous minds; and far beyond the seets power-lauch could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replemant the failing chargies of the confirmed ever or the one cane, and in the other so effectually, speedily and mainly to empel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited discuss in all their protess forms as to leave me taint; trace behind. Such is

which he like octoball or and make have been made and the make make the mak

First Annua Clearance

ALL GOODS GREATLY. REDUCED

Ladies' Shoes, Coats, Costumes, Millinery, Corsets, Underwear, Gloves, etc., etc., etc.,

REMARKABLY LOW PRICES.

CASH SALE

Gents' Shirts, Neckwear, Boots, Shoes, Waistcoats, Underwear, Gloves, Caps, Hats, Sticks, Pyjamas, Socks, Overcoats,

etc.,

DISCOUNT.

25 per cent.

This sale being for CASH only no goods Sale prices will be entered to accounts.

February February 11th

NOW

WM. POWELL. LTD.,

DES VŒUX ROAD

THE HOANGPU HINACY.

A TRIP TO KASHING

Willing in the N. C. D. News of 29th ult. the special correspondent of our Shanghai contemporary says: - Owing to the piratical attacks upon the launches that passed through of the doings of salt-smugglers and des-Kashing, bound for Shanghai, on aturday ed for twenty-four hours. Your correspondent sailed on the Tai Sun chong Launch that left just after 5 p.m. on Sunday. The launch should | anywhere between 200 and 2,000. The have sailed at 4 pm. but was delayed for some | conspicuous robbery was at Shentang, form, were standing on the deck as the launch places a desperate battle, in which four hunon board doubtless accounted for the report by fought in December. The robbers effected formants in the city itself.

had passed up we met a flotilla of small native | knowledge of the water-ways, and are evident. craft, laden with soldiers, and proceeding in I ly well led, as is shown by the point the the direction of Kazay. These troops were all selected to attack the launches. The telegraph of coolie type, dressed in black uniforms, with line from Kashing goes to Soochow, and thence scarlet characters on the breast, and turban on to Shanghai, and thus the pirates were certain their heads. One or two of the boats, slightly of a few hours in which to make good their larger than the rest, mounted obsolete muzzle- escape before the launches could reach a teleloading guns.

between o and to a.m. on Monday. I discover- by the sympathy of the inhabitants, and ed that in Shanghai we had fuller information | even of the soldiers, with their cause. The with regard to the attacks upon the launches robbers declare that it is their intention than had been received there. It was not until to "level down the rich and level up Saturday evening that a telegram from Soong. the poor." They have doubtless been kong conveyed the news of the outrage to the greatly disappointed at the result of Saturday's launch offices. The Prefect was at once in- haul, as they rightly expected that a large shipformed, and though he stated that he must ment of sycee would be made on that day in await instructions, he did, as a matter of fact, view of the approach of China-New Year. dispatch 200 soldiers from the 36th Peiyang | Patrolling the waterways after an outrage can-Regiment to the scene of the trouble early on Sunday morning. Considerable anxiety was felt concerning the fate of the launch that left Kash. ing on Saturday afternoon, with the mails and a large quantity of specie—said to amount to 20,000-on board. When she passed Fungking, however, the robbers had disappeared,

and she reached Shanghai in safety. My first visit in the cit was to the premises of arms and ammunition to the mulcontents on the Southern Presbyterian Mission. Here I met | the Chekiang-Kiangsu border. Dr. Venable, who had at that time only heard unreliable rumours of the affray. He showed me over his hospital. At the present moment nearly all the beds are occupied by soldiers who have been wounded in affrays in the coun-

rry round about.' Under the kindly guidance of the Rev. J. Marcer Blain I then paid a visit to the large Buddhist temple where the 500 troops, of the 26th Pelyang Regiment, who have recently come down from Kiangyin, have been quartered. As mentioned above, 200 of these men had been sent down to Kazay, and the remainder were expected to follow the next day. The men were peak-caps, black uniforms, with the shoulder-straps worked in red. They appeared to be of good physique, though, with the exception of the officers, they did not look very years smart. In the afternoon I went out to the East Gate, where work on the railway is in progress. An embinkment has been partly completed, but not ballasted, and no rails have, as yet, been laid at this point. A piledriver was at work driving piles for the loundations of a bridge that is building on a spot where a canal is to be cut af er it is completed! Quantities of stone, elemers and rails were stored in a yard close at hand, and though I did not visit the latter I was informed that the rails are very light. Three thousand men are said to be employed on this section of the line, but as it was raining at the time of my visit no work was in progress. Messrs. Ilbert's afternoon launch from Hazeh to Shanghai the Tung An-was detained at the Customs in the evening and ordered to tow down two boatloads of suldiers. The objections to this course, on the part of those on board, are to some extent characteristic of the attitude of the Chinese in this part of the Province to the perpetrators of Salurday's outrage. They argued that if they had no troops, and the robbers were encountered, the train would be robbed without loss of life, whereas if they had soldiers on board, and they put up a bad fight, the pirates might massacre the RRENCH BONBONS, entire crew. The Hangebow launches that arrived in the city during the night, en route to Shanghai, remained there until daylight to avoid passing the water-way between Karryand Fungking in the dark, I came down on a launch that left shortly after 6 a.m. yesterday (Tuesday). The journey to Shanghai was without incident. There were no signs of soldiers on the causi banks, but we passed two Chinese naval pinnaces, one of them armed with a

between Minghong and Karry. What has become of the pirates who held up the launches on Suturday? No one seems to have ceffa to infirmation as to their move. ments, though as usual, there is a plential crop of rumours. Some say the men have returned to work as perceful agricultural labourers others again that they are moving W.W. ibwards the Tabu lake. Time alone will show which is correct, but it may be sild that at the present momen the Shangha

maxim, towing boatloads of soldiers, and also

a privite launch with several boats of troops

in tow. These boats were patrolling the canali

Hangchow touler is quite safe from further piracies. If the man are making for Taihu lake they may betray their presence on the Grand Canal between Kashing and Soochow -possibly the attack on our Soochow correspondent is the first sign. Reports have appeared in our columns from time to time peradoes in this province and Chekiang, morning, the Hangchow service was interrupt- but it may be interesting to recount their movements, up to the present time. nese reports place the strength of the gang time awaiting the arrival of the native soldiers | October last, when the bandits, who are supthat had been promised by the Taotai. posed to have assembled near Haiyen, entered Another long wait took place at the Customs the former city in broad daylight and held it station off the Arsenal; it was not until up for five hours. Thence they moved due all the boat trains that were leaving for East to Shenwang, where they are said to Hangchow that afternoon had arrived at have been staved off by the mediation of a this point that they were allowed to proceed. gunboat captain, who raised money from the Throughout the night a slow speed was main- inhabitants to keep them away. Although tained, and the launches with their tows kept this gentleman afterwards resigned, the genwithin sight of each other. In response to try prevailed upon him to retain his post inquiries as to the whereabouts of the military because of his influence with the robbers escort the landah informed me that the soldiers | Crossing the border by a course between Pinghu were on the Japanese launch. This, indeed, and Chapoo the marauders escaped into Kiangproved to be the case, for early the following | su province, after defeating the Imperial troops morning we met the Loyang Matu, downward on the boundary line. Returning by the same bound, with a large houseboat in tow. Several route they threatened Haiyen, and thence Chinese soldiers and a Japanese in naval uni- marched to Tungyun; between these two passed us. The presence of several Japanese | dred men were engaged on each side, was the lunch laudahs to the Kashing Customs, their escape to a place known as the Three that twenty Japanese sailors were on board. Arch Bridge where they rallied, impressed boats I heard this report, not only there, but at the into their service, and again entered Kiangsu. telegraph station, at the soldiers' camp, which Here they held up wealthy gentry to ransom. I shall describe later, and from other in Finally came the outrage of Saturday last, the logical sequence of allowing the bandits to get About half an hour after the Loyang Mard into Kurgsu. The robbers have an intimate graph station. The Provincial authorities are We reached the Customs jetty at Kashing hampered in their efforts to break up the band

not be expected to bring about any satisfactory result. The robbers know the water-routes better than the troops, they are desperate men, well armed with mauser rifles, wel organized, able to scatter and to rally at a few hours' police, and well paid and fed. I mention for

Auction.

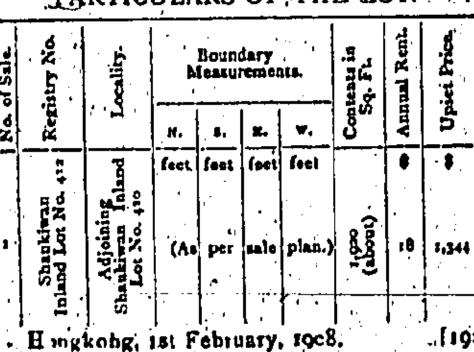
Kashing to the effect that a foreigner is selling

what it is worth a rumour that I heard

PUBLIC WORKS DEPARTMENT:

TARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONI)AY, the 10th day of February, 1908, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, adjoining Shaukiwan Inland Lot 410, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75

PARTICULARS OF THE LOT.



Intimations.

WHERE ARE

WHY, TO CHAZALON & CO. 6, QUEEN'S ROAD CENTRAL,

Where I am sure to find the best

LIQUEURS, BURGUNDY,

BORDEAUX,

Hongkong, 20th January, 1908

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND GARS OLGARETTE

THE SHEET AND AUGUST AND TOILET REQUISITES JOR SALE

11 D'AQUILAR STREET.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENGLOE." FROM LEITH, LONDON AND STRAITS

ONSIGNEES of Cargo are hereby informed that all Goods are being lander at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves deliver

may be obtained. No Claims will be admitted after the Good have left the Godowns, and all Goods remaining undelivered after the 6th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th inst., or they will not be recognized. All broken, chaled and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.

Hongkong, 31st January, 1908.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship "BRASILIA,"

Captain Hasse, having arrived, Consignees Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate

delivery of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before TO.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowas of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Feb., will be subject to rent. All broken, chased, and damaged Goods are

to be left in the Godowns, where they will be examined on the 10th Feb., at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 4th February, 1008. . . .

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIS".

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf, and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before SATURDAY, the 1st of February, at Noon. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th of February, will e subject to rent.

All broken, chated, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th of February, at 9.30 A.M. All claims must reach us before the sath of February, 1908, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the NORDDEUTSCHER LLOYD. MELCHERS & Co.,

Agents. Hongkong, 1st February, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless Instructions are given to the contrary before

Goods not cleared by the 1th instant, at P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT.

Superintendent. Hangkong, 4th February. 🕬 🎖 👈

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship

PRINZ SIGISMUND.

having arrived, Consignees of Cargo are hereby informed that their Goods; with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the barardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained a manage to the second

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the sith of February, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowas, where they will be

examined on the 11th of February, at 9.30 A.M. All Claims must reach us before the 15th of Pebruary, 19:8, or they will not be recognized. No Fire Insurance will be effected.

Sills of Lading will be countereigned by the Undersigned.
NORDDEUTSCHER LLOYD.

Ages

Consignees.

"ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

"UNAIGNEES of Cargo from London ex Dours and Makison, and from Bon. deaux exe.s. P. Leroy Lallier, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium," Treasurp and Valuables are being landed stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed bere.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the toth Fabruary, at Noon, will

be subject to rent and landing charges. All claims must be sent in to me on or before the roth February, or they will not be re-

All damaged packages will be examined on MONDAY, the 10th February, at 3 P.M. No Fire Insurance has been effected.

Hongkong, 3rd February, 1008.

Intimations.

RACK_BOOKS, 1908:

FOR SALE. PRICES: LEATHER-COVERED\$2.00 each. CLOTH-COVERED 1.75 ... PAPER COVERS 50 m

May be had from NORONHA & CO., Printers to the Hongkong Tockey Club. , KELLY & WALSH, LD.

W. BREWER & CO. Hongkong, 18th January, 1908.

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ATTORNEY, &c.,

Hongkong, and December, 1907. F. BLACKHEAD & CO.,

SHIP-OHANDLERS, SAILMAKERS, COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON

> ACENTS. GROUND FLOOR, ST. GEORGE'S BUILDING,

HONGKONG. SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR <u>l t</u> artmann's rahtjen's genuinf II COMPOSITION RED. HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR

I AUNCHES,

&C., Bole Agents for FFRGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. BYERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 7th March, 1007

Intimations

WANTED.

ODGINGS, preferably in Kuwloon. State Apply to-

Clo Honghong Telegraph. Honorong, 27th January, 1908.

NOTICE.

THE only Edition of the RACE BOOK and PROGRAMMES authorized by the Stewards of the Jockey Club are those printed by Messis, Noronha & Co.

: F. HOUGH, Clerk of the Course. Hongkong, 17th January, 1908.

THAR TRAMWAYS COMPANY

TIME TABLE

WEEK DAYS!

7.00 a.m. 7.30 a.m. to 9.30 a.m. ... Every to minutes 9:30 a.m. to 11:00 a.m. ... Every 15 minutes 11.30 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every to minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes

NIGHT CARS.

SUNDAYS. Boo a.m. to gop a.m., ... Every t i migutes. 0.00 a.m. to 0.30 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. (0.30 a.m. to 11.00 a.m. ... Every 10 minutes. 11.45 p.m. to 12.00 BOOD ... Every 15 minutes. 12.00 Noon to 1.00 p.m. ... Rvery to minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minute. 5.00 p.m. to 6.00 p.m. ... Every to minute. 6.00 p.m. to 7.00 p.m. ... Every at miantes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes

SATURDAYS. Extra cars at 3.15 p.m., 14,30 p.m. and

11.45 p.m. SPECIAL CARS by Arrangement at the

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Génoral Managers, Hangkang, 3rd October, 1007.

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This successful and highly popular remaily, used in Continental Hospitals by Ricord, Rostan, Johnst Voltage and others, combined all the desidents to be

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of blood, scurvy, pluming spots, blutches, paining swelling of joints, accordary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury; sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and those roughly eliminates all polynomus matter from the body.

[63—B

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MYSTIC AND MODERN ASTROLOGER

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experience. PHAROS HAS A MESSAGE TO YOU. You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice in male? .. Bhall I

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CHRISTMAS & NEW YEAR CARDS WALL ASSORTED PATCEL too Carda for 5/- Value 1d, 2d, 31, 4d and 6d parti, ins

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A-THORNE'S BLEND \$1.00 B-WATSON'S GLENORCHY.

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WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY....

THORNE'S OLD VAT, No. 4 ... 1.30

MUNRO'S "HOUSE OF LORDS" 1.40 DANIEL CRAWFORD'S FINEST SCOTCH VERY OLD

Our celebrated "E" Blend, very old Liqueur Scotch Whisky is a blend of the finest pot distilled Whiskies in Scotland, specially selected and matured. It is of great-age, very fine and mellow. superior quality has established its reputation as the

LEADING SCOTCH WHISKY IN THE EAST.

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WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS. Hougkong, 25th January, 1908.

DROWNED. Capt, James Thomas Usher Mackenzie 32 years of are. The Funeral will pass the

Hongkong, Wednesday, February 5, 190

RDUCATION OF CHINESE IN ENGLAND,

We have received from the London office of the China Association a copy of a circular issued by the Committee for the furtherance of the education of Chinese students in England. The Committee is under the chairmanship of the Right Hon. Sir Cecil Clementi Smith, 6 c.m.g., P.C., who will be remembered in Hongkong as one of the first registrars-general and protector of Chinese in this Colony. This Committee has been formed in response to a sug: gestion from Sir John Jordan, K.C.M.G. His Majesty's Minister in Peking, that the growing desire evinced by the literary and commercial classes in China to send their sons abroad for education in foreign schools, Universities and technical institutions should be encouraged by responsive action in England. It was pointed out by Sir J. Jordan that, in consequence of the lack of accurate knowledge on the part of the Chinese gentry as to the facilities that could be obtained for the education of Chinese youths in England, uncertainty as to the cost of such education and the absence of definite information as to the provision of suitable schools and bimself to the House of Commons at Ottawa. the number of youths who went England was considerably less than that of those who were sent to countries where detailed: information on these points was ready to hand. To the circular is attached a table, prepared from in formation obtained from numbers of Schools, Colleges, Hospitals, Railways, Engineering Works and Technical Institutes. It is intended to supply this want, and to enable those who are interested in the question to see for themselves what will be the spin England in various departments of study. youths has been compiled by the Committee. as well as a list of families, private tutors, and boarding establishments who are willrange for their board, lodging or instruction, I soon as possible.

The Committee are prepared to arrange that Chinese youths shall be met on arrival in England and duly placed in such schools or institutions as their parents may wish them to join. Arrangements can also be made for the provision of homes for students during vacation time. A list will be kept, of the addresses of all students wishing to avail themselves of the services of the Com; mittee, who will be prepared to keep in touch with these students and to afford them. at all times their advice and assistance Attention is called to the fact that the minimum estimate for the annual expenses of a Chinese student in England is from £190 to £200, that fees are invariably payable in advance, and that it is most desirable that no student should be sent to England who is not possessed of at least an elementary knowledge of the English language. The Committee will insist that no sectarian teaching shall be imposed upon students against the expressed wishes of their parents or guardians. Considering the objections which many Chinese parents Mellow Blend 1.05 hold-and we write from personal knowledge -to the inculcating of religious tenets and principles opposed to their own, the Committee have done well to give prominence to the fact that no sectarian teaching will be forced upon the Chinese students. At the present time from Hongkong alone there are no less than a dozen boys of Chinese parentage pursuing their studies in England. and had the facilities now assured by the Committee been available previously there could have been no question that many others who have been sent elsewhere than England would have found their way also to schools in the Home country much to their own advantage and to the benefit of the educational institutions with which we are more familiar: 30 % 🕟

LOCAL AND GENERAL.

MR, BRYAN refuses to withdraw his candidature for the Presidency...

THERE will be an official dinner at Government House this evening. Covers will be laid for fifty-two guests.

THE Argentine Republic is on the verge of re-Government and the Chamber.

Mr. ELIHU ROOT, U.S. Secretary of State, has signed a reciprocity treaty with France provid- strongly into the net, amid loud cheers. The

THERE has been a rioting scare in Scoul, Troops and gendarmes were dispatched to the scene of the alleged outbreak, but they found

no disquieting features in the district. The Times correspondent in St. Petersburg states that Russia is increasing the number Monument at five p.m., to-morrow, 6th Febru- her troops in Trans-Baikalia in view of the [193 | "diplomatic uprest" in Chino-Japanese rela-

> An Association Match has been arranged to take place at Happy Valley to morrow afternoon between the Shanghai Football team and H.M.S. Kent. The game will commence.

4 p.m. sharp. THE Comminders of the three Japanese cruisers in port; with their suite, accompanied by the Acting Consul, paid an official visit to H.E. the Governor this forenoon. They then proceeded to Headquarter House and exchanged courtesies with H.B. Major-General Broadwood, commanding the Forces:..

RETURN of visitors to the City Hall Library and Museum for the week ending the 2nd

February, 1908:- Library, Museum. Non-Chinese...... -Total \$39 2,197

AT 2 p.m. on the 17th ultimo a terrible en plosion occurred in the fifth shaft of the new Yubari Coal Mine, Japan. The flames leaped above the opening of the shaft and destroyed thirty buildings. Of to4 miners who were inside the mine at the time, seventy are known to have been killed and sixteen are seriously injured, while the others are missing. '-'

COUNT Hayashi's speech to the Bouse of Representatives on the subject of the immigrarion negotiations with Canada-was of an evasive character. The correspondence read before the House, however, shows that Mr. Lemieux's mission to Japau was a purtial failure, but in other respects it confirms th statement made by the Canadian Commissioner

I In the return of communicable diseases for the week ended 1st inst., the following cases were reported :- Bubonic plague 4 Chinese, 1 of whom was imported. All proved fatal, There were 2 cases of diphtherin ; the Chinese patien, died, but the Russian is noder treatment. An Indian contracted enteric fever. while one Chinese died of puerperal fever, Of the 25 cases of small-pox; 24 were among the Chinese, 17 of whom died. The other case was that of a Japanese who arrived in the Colony

ACCORDING to Japanese papers, the amount to be lent to Korea by the Japanese Governproximate cost of educating Chinese youths ment is Y19,687,623, divided into six instalments payable in the period 1907-12, In the technical or otherwise. A register of Institu- | coming fiscal year Koreawill receive Y5,750 580 tions which are prepared to accept Chinese The term for the repayment of the loan is indeficite, but under the guidance of the Residency General; the Korean Government is making efforts to improve the taxation collection system and to dayelop various indusing to receive Chinese students and to at tries, with a view to repayment of the debt as

INTERPORT FOOTBALL. SHANGHAI'S SECOND DEVEAT

The Shanghai footballers, met with another defeat yesterday afternoon, at Happy Valley, when they played the United Service team. There was a very large altendance to watch the game, which at times proved very exciting, as

pecially during the latter ball. Shanghal set the sphere rolling with a sligh breeze against them, and it was some time be fore both teams settled down to steady play. Then the visitors looked like attacking, but their efforts were baulked by Jotham, playing full back, who, in altempting to clear, a lowed a corner. The corner-kick that followed was nicely placed, putting the home team's goal in danger for newhile during the ensuing scrimmage. Chapman came to the rescue in time, however, and, taking possession of leather, made down the field at a good pace, exhi iting fine dribbling form. His attempt to open scoring, however, failed, being intercepted by the backs. Once or twice after this the home team was left with openings, but they failed to grasp the opportunity, and when halftime was called no score, had been registered by either side.

After the re-slart the game assumed quite an upinteresting aspect. It lacked the " possessed in the first part, both appearing "fagged." Up to now the Service men had had the best of the match. Nobody had doubts as to which team would come out with honours, but the home term the daughter of a popular resident at Kowcombination, to say the least, was somewhat loon. It was only on Tuesday night that Capt faulty. The same must be said of the Shanghailanders, who on many occasions "didn't kn w where they are," to use slang. The term. was particularly weak in the back and half back lines. The forwards were poorly fed; the kicking was weak, and miskicks prominent, which, perhaps, accounted for the game not being drawn. The forward line of both teams was very brisk. Each man was in position, and the passing and dribbling were neal.

After much hustling about, in which nothing was likely to happen, play in earnest began. Shanghai opened a very feeble attack, which seemed to have touched the home team on a touchy spot, for, gathering up the leather, they opened hostilities. They kept up the pressure, while the speciators kept up the cheers at each individual player distinguished himsel Thrice the Hongkongites had to retreat to re cover the sphere, and about the fourth time success followed them. Edmondson had pos session and very carefully winged the ball t volution owing to the conflict between the littling who turned towards the sticks; an centred to Payton before being dispossessed The ball dropped comfortably in front the latter, who lost no time in driving ing for the mutual imposition of minimum play proceeded, but Shanghai appeared either to have been "dong up" or to have lost heart and the game ended with the score-12

> THE WEATHER Cainor ad

United Service

The following report is from Mr. F. G. Figg. Director of the Hongkong Observatory :-fallen in Japan, and risen over China and in ten-cent piece and a few cash to ber name it was the South.

The anticyclonic area still lies over the continent to the North of the Upper Yangtze, and an area of low pressure appears to be situated over the N. part of the sea of Japan, Strong monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong Painfall for the 24 hours ending at 10 a.m. to-day, 0 00 inches.

1.- Hongkong and neighbourhood, N. winds. moderate; fine

z.-Formosa Channel, N.E. winds, strong. 3. - South coast of China between Hongkong, Luni and Lamocks, same as No. 1. 4 -South coast of China between Hongkong | 147

and Hainan, same as No. 2.

WE (N. C. D. News) regret to record the death on Monday night (27th ult.), of Mr. F. X. d'Encaragga, senior partner of the firm of Messrs, Fricarnicão, Gaumer & Co., Mr. Encarnecan was an assistant in the firm of Messrs. Arnhold, Karberg & Co. for over twenty years and left that firm to start on his own account seven years ago,. He was a prominent memher of the Portuguese community and was much respected by all those who knew him, having at one time been Chairman of the Club de Recieio (now Club Unia)

YESTERDAY morning, shout \$40 worth of clothing was discovered to be missing from No. . 98; Bodfiam Strand Enit. When the report of the their was lodged at the nearest police station the police produced a bundle for inspection. Imagine the astonishment of the complainant when he discovered that the bundle contained his missing clothing. A pol ceman, it appears, met a coolin early that morning carrying the bundle, and arrested him on suspicion. The coolie admitted having stolen the stuff, and at the Police Court was sentenced to three months gaol, with four hours' stocks,

English (Delta) oth inst., 9 a.m. German (Print Heinrich) forth inst. 15 38. Indiana (Kaditory) to the institute applied and or German (Goeban) 11th ipst, south from he American (Withhom Marw) 12th inst. Canadian (Empress of China) 16th inst.

The a.s. Team left-Manila.on'4th inst., p.on. and is due bere on 7th install in the control The s.s. Karjong left lloile on 4th inst. boon, and is due here on oth install the he Imperial German Mail s. Prins Waldewhich left here on and inst, at 5 p.m. The C. P. R. Co. A s.4. Monitogle arrived at

A HARBOUR PATALITY.

CAPI. J. T. U. MACKANZIE DROWNED.

The body of a European was found floating in the harbour this morning. It has since been i identified as that of Captain John Thomas Usher MacKenzie, who arrived in the Colony from Shanghai last week to take command of the China Navigation Co. s.s. Shanlung. Hiw the deceased met his denth under circumstances which are exer cising the minds of the police authorities, temains a mystery; but investigations are proceeding apace to unravel what is apparently the mystery of Capt. MacKenzies death, for there is sufficient revidence to show that deceased's drowning does not appear to have been the result; of an accident. The body was found flusting in the waters right under the Naval Yard jetty, at Kowloon this morning, by P. C. Atsell. From the appearance of the corpse it did not seem as i it had been long in the water. Both deceased. eyes were blackened. This circumstance might have been to a fall, but it is suimised that in that case the probability would have been for only one eye to be injuted. Although July dressed, the body when recovered was without shoes, The watch, which the late Captain was known to have been wearing, was also gone, although his pote, book aman found in one of the pockets of his coat, and and and

What makes the fatality so sad to the friends of the deceased is the fact, that he had been engaged to be married to MacKenzie was entertaining some friends at dinner at Kowloor, deceased being in the bes of spirits when the convivial party broke up. The flag at Messrs. Butterfield & Swite

hong was half-m used to-day, out of respect for the deceased. The funeral will take place at Happy Valley to-morrow, the cortege passing the Monument at five o'clock in the afternoon.

TROUBLE IN BRIDGES STREE BOARDER ASSIULTED ON FAILING TO PAY

usin i win and The arent, so a In one of those little ramshackle dwellings in Bridge's Street-the number, we presume is 48-much blood was shed, Lut apparently little damage done, the other night. Yung Cheung Shing; the master of the house, who is a musician by profession, and his wife-Chau Sui Hing-played the leading parts. About a month ago they took in a boarder-a woman. by name Fung Tsul Ha-as It was with great difficulty that they managed to make both ends meet. Fung makes a living by mending coolies' clothes, and she was given a cubicle in the house for a dollar a month. The musician and his better half celebrated the New Year in the I style their means would allow; hoping on the following day to get something from the boarder which would be able to carry them along until something better turned up. But in this they were disappointed. Fung Tsui Ha had had a very bad month. There was very little sewing to be done, and what little was given her was sufficient to keep her in On the 5th at 15.55 n. The barometer has for the rent but, considering she had only a asking her to do the impossible. And she told the musician so. A quarrel soon arose, which ended in the woman being attacked by the musician and his wife, with a chopper. She was struck on the head with the weapon, causing a nasty gush. The neighbours were soon in the house and the police called, while they detained the couple, who were removed to the Central Police Station and charged. At the Police Court liter, the musician was sent to gaol for fourteen days for the assault, and his wife was bound over in the sum of \$ 00 to keep the peace for six months,

COMMERCIAL TO-DAY'S EXCHANGE.

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THE JISt learns from Paking that the Waipupu bas informed the British Syndicate interested in the Helamintum-Fakumen Rall. way that the Chinese Government will not be Nagasaki at 7.30 p.m. on 4th inst., and left again at 6 p.m. same day for Kobe, where she

Telegrams.

(Reuter's.)

THE TRAGEDY IN PORTUGAL.

DEATH OF KING CARLOS AND THE CROWN PRINCE.

्रवृत्ते क्ष्युं के विदेश का क्षेत्रक क्षेत्रक के कि विदेशी है है जिल्ल

OUTEN AMELIA'S HEROISMA London, 3rd February.

The King, Queen, the Crown Prince, and Prince Manuel were driving in the open carriage when a group of men fired at them mortally wounding the King and the Crown Prince, and slightly wounding Prince Manuel The T Queen, who stood a shielding author

Crown Prince, was not touched, was and the The police fired at the regicides and killed 'two; one committed suicide in prison.

"The King and the Crown Prince were taken immediately to the Naval Arsenal the King dying before reaching there, and the Crown Prince immediately afternations Prince Manuels is recovering from:

wounds and there are no complications. " The Prince's accession to the throne ha heen gazetted.

The news horrified Europe.

Ti is reported that some subalterns and non commissioned officers of the army and the navy were implicated in a republican plot, which the authorities believe has been crushed.

"Queen Amelia acts as regent, during the minority of Prince Manuel.

Demonstrations of sympathy with the Royal Family have taken place in Portugal, the origin of these symbols or its interesting and the people are everywhere assuring history. Let us briefly trace its origin and the authorities of their support.

A State Council has been held, at which Prince Manuel, the two Queens and the Duke of Oporto were present:

Senhor Franco, and the leaders of Monarchist, Progressists, and Regeneradores Parties, have offered to form a Monarchist coalition Government.

Vice-Admiral Ferreira do Amaral has been charged to form a ('abinet on that basis, ,

The cortege was not escorted by troops. "A youth suddenly jumped up at the back" of the carriage and fired at the King with revolver: the Queen sprang up with a cry of horror and lashed a houquet in the assassin's face, the Crown Prince hitting him with in the back; the spectators then pulled him down and a policeman shot him dead...

Simultaneously another man drew a repeating carbine from under his cloak and fired "chow," On Monday morning she was asked | twice at the Crown Prince, at almost point blank and was about firing a third shot when an officer-killed him with his sword.

> from the back ground.... The scene at the Arsenal was heartrending, the Queen with piteous cries constantly turning from her dead husband to

her dying son. Her Majesty sat the whole night in the palace between the dead bodies, a hand resting on each one.

The assailants were a Lisbon school two-shop assistants. Page (2007a2) in the back

When the President of the German Reichstag expressed the abhorrence of the House at the assassinations of the King and Crown Prince of Portugual, the Social- emocrats walked out during his speech.

The French Chamber, when a similar expression of abhorrence was made, was greeted with noisy protests from the Socialists, who declared that the assassinations were provoked by the Tictatorship prevailing in Portugal

Verdict in the Thaw Murder Case. London, 3rd February.

New York reports that at the re-trial of Thaw, the verdict of not guilty, on the grounds of insanity, was brought in. 314 Thaw will be confined in an Asylum."

President Roosevelt's Message." The House of Representatives has re

ceived President Roosevelt's Message with demonstrative applause. Senator Davis said, it was the Democratic document ever issued by ... Republican President.

The Federated Malay States. In reply to Mr Wedgewood, re the alienxtion of public lands in the Federated Malay States, Vr. Churchill explained that the

to be biched to-dir.

LLOYD'S REGISTER OF SHIPPING.

ITS ORIGIN, WORK, AND PROGRESS..... LECTURE BY MR. LOHN, LAMBERT ... Sylonesis

THE PERSON OF TH The Hon. Mr. F. H. May, dimic. preside have ed at a meeting of the Hongkong Odd Volumes Society, at the City Hally this liter noon, when Mr. John Lambert delivered an interesting and instructive address, which was listened to with much appreciative attention, on "The Origin, Work, and Progress of Lloyd's Register of British and Foreign Shipping." Mr. Lambert, who is an engineer. of the K.N.R., is well known in Hongkong as surveyor to Lloyd's Register; he is also an associate member of the American Spciety of Naval Rugineers, so that in dealing with the subject of his address, Mr. Lumbert speaks as an authority.

There was a large attendance, representative of the shipping and angineering community. Hongkong. Among others present were: - Miss F. H. May, the Hop, Mr. H. E. Pollock, KC. Mrs. and the Misses Limbert, Wr. hild Mania B. Shellim, Mrs. David, Capt. Jameison, Messas. J. Nielsen and J. Von Riegen (-uperintendents N. D. L.), Capi. H. Pybus and Chief Engineer. Auld of s.t. Emfress of Jupan, Capi. T. Hall, Mesars, H. L. Fletcher and T. Brayfield (c Carmichael and Clarke), H. F. Whyle, A. G. Gordon, A. Rodler, J. Edward, Tricker, G. Piercy and W. Larlane.

Mr. May briefly introduced the lecturer Mr. Lambe Vs.id: -"At at Lloyd's" is an expression which is well known to everyone and has become so to speak, a household word, and is often used to indicate the state of one a health or prosperity, and has passed into common currency wherever English is speken as tipilying excellence of condition, but to few is known. rise to its present prominent position to which it has attained in the world of commerce.

in the latter part of the toth, or beginning of the 17th century the coffee houses formed a feature of London life that has no counterpart to day; they were at once a man's tavern, daily newspaper, club, debating society, business." exchange and office, though many of them have their distinctive characteristics, those in the West End attracting the politically, 25 luctary and artistically aninded parrons, whilst those in the City itself appealed. more to the commercial classes. Among the latter was the establishment of Edward Lloyd in Tower Street, and was principally resorted to by scalaring people, Tower Street being the main thoroughfare of shipping activity on Thames side and the cliy, the earliest date of which has been traced to 1688. Four years later Mr. Lloyd removed to the walking slick, but the youth re-shot the King corner of Lombard Street and Abchurch Labo, and thrugh probably losing some of the nautical customers, gained the patronage of merchanias and business men generally, but being a cap-

In these days there were no shipp ng lists or registers of ships, but private information was kept at Lloyd's coffee house of ships likely to be Prince Manuel was wounded by shots offered to the underwriters who frequented that house for in urance purposes, and which was probably kept in manuscript, as it was not till 1726"that they were put into type and circulate i as registers.

. In these manuscripts were the names of the vissels with their respective masters, their fon nages, their equipment of guns, and the nomber of their crews, whilst a private mark against each denoted the relative ments or condition. For this purpose the letters "G" Mand B" teacher and an ex-sergeant of cavalry, and were used, denoting "Good ", " Middling and Bad," but faier these letters were substituted by, the letters "A" "E" 47" O" and "1 denoting the several degrees of comparison, and which referred more particularly, to the halls of versels. It was then found that a vessel might have a good hull represented by the letter "A" and have a bad equipment, or a bad bull represented by the letter "U" and have a good equipment of sails, etc., so that in addition to these letters A. E. I. O. U., the figures 1. 2. 4, and 5: w re requisitio: ed and wi ch denoted the comparison of equipment, thus As. was understood to denote a good ship with bad equipment and I'I. a bad ship with good equipment, and this is where we get the symbol As, meaning a good ship with good equipment. and the only one used at the present day, the others having dropped out of use, as vessels pot being kepl up to At. standard have that distinctive mark expunged from the list of classed ships. This fain liar symbol, At, appeared for the first time in the third carlies Register in 1775-5.

The oldest copy of a Register, of Shipping which is now in l'existence in dated 1764-5-6. The next oldest Register now preserved is for the sears 1768-9, having the small letter a d c denoting the character of the vessel, and also contained te space repairs which the vessel had sundernous; but it was not till 1775 6 that the now familiar. symbol Ar appeared in the third earliest Register which we now possess, and in this Register the draff of versels is with recorded. These Pegisters were known as Coderwalters Registers and were intended for their sole use. system, which he understood was working and named Lloyde Register or Green Books well, had stiracted a much needed capital, There were stringe t fules put in force against and that he saw no reason for making any any member of the Society possessing a copy premitting anyone olse having Access to it One rule ran as follows: 4 11 any member CHAM HANG, an earth coolie, was arrested shall show or give his book to may person in Stanley Street on Monday afternoon for whatever, not a member of the Shcietyi-to attemp ick to steal a rattan bangle from the read the description on character sherain of wrist of a three-year-old child, who was left by any ship, or shall read the same to him is mother on the side walk, At the Police or tell him the same vitter looking in his books Court, yesterday, he was sentenced to a month's or lend the said book to him such member bard labour and four hours etocks, Another | shall doifelt the spot of 55 43d and for the

able to carry out its contract owing to Japan's | cooling for attempting to commit a similar | second breach of this bre-awing sum of cited objections. The Syndicate threatens to demand offence yesterday got three weeks imprison. od., and for the third breach thereof the sum of an indempity in the event of the milway ment four hours stocks and was a so ordered | Link and for the fourth (all of them in many ment stocks and or the fourth (all of them in many ment stocks and or the fourth (all of them in many ment stocks and or the fourth (all of them in many ment stocks and for the fourth (all of them in many ment stocks and for the fourth (all of them in many ment stocks and for the fourth (all of the many ment stocks and for the fourth (all of the many ment stocks and for the fourth for the many ment stocks and for the fourth (all of the many ment stocks and for the fourth for the many ment stocks and for the fourth for the many ment stocks and for the fourth for the many ment stocks and for the fourth for the many ment stocks and for the fourth for the many ment stocks and for the fourth for the many ment stocks and for the fourth for the many ment stocks and for the fourth for the many ment stocks and the many ment stocks and the fourth for the many ment stocks and th elevered and within the year) his book it.

not be posted any more except he pays the sum (I two guiness and all former forfei.ures." The Register at this time was known as the Green Book, but the shipowners being dissatisfied with the unreasonable and inequitable character of the syst m adopted by the Green Book Committee, protested, hold meetings, and passed resolutions, denouncing the system adopted by the tinderwriters, pred cting that in a great measure the shipping if the country would be destroyed, and great injury to individual shipowners and merchants result. Finding, however, that their arguments and denunciations fell upon heedless ears, the shipowners and merchants started a new Register which was practically managed by the shipowners and was called the Shipowners Regustry or "Red Bonk"; and the symbols of classification adopted were the letters A.E.I.O. and U. depoting the condition of materials, and the figures 1,2.3.4; and 5, the eq. ipment. ...

I will not weary you with an account of the "Ups and Downs" of these two ncieties, but the concurrent existence of these two Registers was soon found to be productive of inconvenience and other mosatisfactory chasequention of the " Green " and " Ked " Backs. Financial difficulty still beset them the Government even refusing free postal transmission for surveyor's reports which would have been something worth having in those days. However, it was decided to proceed without outside financial aid and the impending rule of both made them amenable to reason, the amalgamation was finally achieved and Lloyd's Register of British and Foreign Shipping was established, and on a new basis.

Thus we have the amalgamation of the first known register "Lluyd's Negistry of hipping" or "Green Book" representing the unde writers. with that of the 'Ship wners and Recistry" which represented the shipnwhers and mor-

of eight underwriters, eight merchants and ent harbours in the world with sizes and dieight shipowners with the chairman of each of the old societies as execticio members. Compare this with the committ e of management' of to-day, the affire of the acciety now being | with each. Also a list of ships owned by each in the bands of the following committee of management; -Bes des chairm in an ind puty-Chairman there are twenty-two members representing:London; eight representing Liverpool; | -- A- Yacht Register giving particulars of all eight representing Glasgow, eighteen representing the principal journary of the country. I all over the world together with their distinc-A technical committee of four members elected by "The Institution of Naval Architects," four elected by the # Institution of Shipbuilders and Engineers of the North East Coast," four elected by the "Institution of Engineers and Shipbuilders of Scotland " and two electedby the "Iron and Steel Institute" There are eight tigstees, also a Liverpool Committee pf seventeen and a Glasgow Committee of chief angineer surveyor and secretary in London, principal surveyors at all large ports in the current issue of L'oyd's Regi ter of British the world, included in a surveying staff of 308 officers. The Home staff and 48 of the surveyors, abroad, being all exclusive servants of the society, are eligible for pensions in the Society's pension scheme, and are required to devote their whole time to the service of the Hegister. I will, however, refer later to the present day operations of the Society.

In the early days of Registers there existed no rules for the building or classifying of ships, these s called Registers being only lists of vessels with a distinctive privates mark against, them indicating the condition as was found out by actual experience and to the cost of those who charter ed them, or shipped merchandise in them, or who insured the cargo which became damaged by being shipped in leaky vessels; it was these experiences which caused the underwriters to keep the information private amongst themselves and to place symbols opposite their names which denoted their condition and which were not under tood by those who migh gain access to the Book or Register in which these symbols were inscribe !.

In the case of new vessels, they were classed not so much from the material they were constructed of or the workmanship embodied in the construction but by the place they were built in, just as one would expect to buy an article in a shop which had a reputation of supplying good stuff, but this style of classif, ing had soon to go rules were drawn up and surveys arranged The framing of rules for the construction and classifying of ships will bereadily acknowledged to be a difficult, tast needing great circumspection and caution, when it is considered that they are to apply to all sizes and types o vessels, and the danger that progress and development might be obstructed by these rules, together with the constant care to ensure safety of life and property at sea. The first from vessel to be built under special survey and surveys according to the age of the vessel classed in Lloyd's Register, was the "Sirius " of without which the vessel will lose her class. 100 tons and was built in London in 18 7, and was owned in Marseilles. She was classed A but nodefinite tules were laid down at that time

and the specific like and the language, Licros I specified to Longon; where they are constally I the Rhipbolic State of Longon tends

epister commine all ships in the world, British and Foreign, over 10 2 tons.

wishes to buy a vessel, in chirer, to ship cargo, or to insure one, to go out into the harbour and look at a nice looking white painted ship made to look nice for the occasion, a thing, that he probably knows nothing, about which he will probably tell you we, except that she looks nice. He will not leave his desk, but will refer to the register Book, and in it will find all the particulars and more than he required On finding the name of that particular vessel; he will note whether the vessel is a classed one or not, her · ficial number, her signal letters, the different annages, her antionality, the date of build, the name of builder, and place where built, the port of registry, the name of owner, the length, bleadth and dipth of vessel, the particular type of vessel, whether she has at double bottom for single, the number of bulkheads, the material of which she is built the size and particulars of boilers, the horse power of machinery and particulars thereof, whether a single or twin screw, and if classed when her last survey was done, when ces, and fin incial difficulties. Parliament was the next is due, when the boilers were examinthen appealed to an is although there were no led list, when the machinery was last surveyed, lack of fair words the national purse strings | whether the vessel is fitted with electric light were not loosened, and by (1833 things were so | or - refricerating muchinery, her a freeboard, bad that Lloyd's fearing that the shipping com- when the propeller shaft was last seen, whether munity would be left without a Register at all the vessel has had any other name or names, initiated fresh action with a view to amalgama- | living those names, the name of her present master, and a hundred and one things which would only weary you to recount, but all particulars which would enable the business man to transac, his business without leaving his desk. There is no secrecy about it now as in the

olden days which I have depicted. There is also a list of the committee of management and technicial Committees, names of principal sarve, ors, names postal and telegraphic addresses of the Society's surveyors at each port in the world, illustrations of various types of vessels, keys to all abbreviations used in describing the different characters of the vessels, both in English and French, an append x giving postal and telegraphic address of shipowners and firms interested in shipping and ships, of shipbuilding A committee was appointed which consisted and engineering firms, particulars of the differmensions of docks, drydocks, floating docks, slips and whatf accommodation at each port together with depths of water in connection shipping company and lists of ships built by each firm of shipbuilders, and in fact a complete guide to everything shipping.

> yachts clarted or unclassed, a list of yacht clubs tive flags, office bearers and members, and rules in connexion with the building of woo len, composite or steel yachts and machinlery form separate volumes.

The Register of hipping has become so large that it has been found, necessary to issue the appendix in the form of a second volume; The printing of the Register is admitted to be the most difficult printing in the world and fifteen, Ingether with chief ship surveyor, is printed in the printing works of the Society. A glance at the two handsome volumes forming and Foreign Shipping compared with that of 50 years ago will give a slight indication of the progress of shipping and of the Regist r.

In order to thoroughly understand the work of Lloyd's Register, and the duties of the surveyor, let us place an order with some firm, who will draw out plans of a vessel of the size and type requied. These plans are then submitted to the technical staff in London together with plans of the machinery and brilers. These plans are thoroughly overbauled, weak parts noted and altered and parts not in accordance with the tules also altered the plans then being passed with these alterations are returned to the builder. The material theo receives attention and must be made at works by surveyors to the Society who are either stationed at the strel works or resident in the vicinity, who make tests of the meterial, rejecting any that may not be in accordance with the Society's tests. The material having been received with the Society's certificates and marks, the construction is commenced. The constituction of ship, boilers, and machinery being carefully watched by competent sur veyors whose duty it is to see that everything is in accordance with the approve I plans and to reject bad workmanship, or work nanship not in accord ince with the rules.

The boile- plates and material together with large ship and engine forgings are tested and watched in progress of construction, and any unsound material rejected and he utmost care taken to ensure no defects. The anchors and cables must be in accordance with the rules as to weight and size, and none can be accepted unless made at wor s approved of and also tested under supervision. The class of the vessel is then given by the Committee in Lon' don, but the duties of the surveyor do not end here, for the vessel, her boilers, machinery and equipment are subject to periodical and special. These duties are the most operous and ardnous for the surveyor."

At the close of the year ending June 30th, and the Society continued to class vessels built 1907, 10,285 merchant vessels registering of iron without any definite, rules to guide about 19 3/4 million tons held classes asthem preferripg to wait further experience, signed by the Committee of Lloyd's Register, and heritating to lay down hard and last rules, and when it is understood that all of these ate. the industry being then in its, infancy, To subject to periodical survey; it will be recogconsider what the work of many eminent ments I nised what an amount of work is done by the brains mist have been and the imagnitude of Boclety's Surveyors, and what an important; the work done in formulating sples since the part they play in the upkeep of the Mercantile building of this years of the tone in 1837, and Marine, "The hulls of vessels and the machithat of a liner such an the "Lustenia" in 1907; linery and boilers of steamers undergo periodic a vessel of 39,000 tous, anspace of yr years, cal surveys at intervals, mot exceeding four may be imagined with the practicable. The Register Rock of to-day, instead of being or annually as indicated by age. After the age a private book is a book which is in ispensi- of six years bollers are surveyed annually and ble to the shipping man and merchant, What propeller shalls every two years, All repairs the Edgish Dictionary is to the Eoglish lan. I rendered necessary by damage or otherwise are grace to is Lloyde, Legister to shipping, only, executed under the inspection of the surveyors, I house and abroad can it is if one less was more so to less the dictionary contains. This reports of these shirt and the tour tour and the chouse of

examined by the expert s'aff, and placed before | less than the total reported twelve months prea committee which sit twice a week.

It is not now necessary for the man who During the year, 789 new vesselswere classed by the Committee. Their registered gross boiler sieel were to ted by the Society's Surtonnage amounted to 1,484722 tons. Of these liveyors. 747 of 1,470.3:2 tons were sleamers and 42 of were all constructed in accordance with ap-Foreign Countries and the British Colonies

million tons represents the greatest amount of factorily by the Society's Surveyors. A full history of the society.

As compared with the figures for the preceding twelve months, which; with the exception of those for 1901-2, were the highest on records crease of 61,733 tons at regards, steamers, and of 10,314, tons for sailing vessels## (2)

Whilst the bulk of new vessels which have been classed during the year under review have been ordinary cargo carrying vessels, the Society's of more than 500 over 2005-6. classification has been assigned to many other maintained. A fair while have the

bine steamer Luculania built by Messrs. John Steamship Company Limited, the performance | chines distributed over the continent of Europe, ages across the Atlantic has aroused so much liave been recognized by the Committee public interest. This vessel which marks an lafter the machines have been inspected by the special survey of the Society's Surveyors foreign owned vessels which are classed, or the high expectation of both owners and huild- required to be carried out in the presence of

The fine sister ship "M turetania! which has been constructed by Messrs. Swan, Hunter and Wigham Richardson, Limited, has also to believe that she will be as great a nuccess as the "Lusitania" has proved herself to be.

to be heartily congrat slated on the gratifying regain for Great Britain the proud pre-eminly, it held so long.

Altogether 43 steamers of over 5,000 tons each have been clusted by the Society during been built and classed :--

Lusitania 30,812 tons Cunard Steamsh p.Co. Ld. Araguaya 1 7537 ... Royal Mail Steam Packet Arawa ... 9,372 ... Shaw avill & Albi n Co. Cassandra 8,135 ... Donal son Br.s.

Oronso ... 7,970 ... Pacific Steam Nav Co. Rohilla... 7, 44 .. British India S. N. Co.

. The tonnage classed during the year also includes vassels, of a variety of types to which the Ar. class has been assigned. These vessels are intended for special trad s and comprise several for which a high rate of speed, or shall low draft is requisite. Instances of this kind may be mentioned in the Great Central Railway Turbine Steamers "Immingham" and "Marylebone" which have been built for the Grimsby-Hamburg service, At the present time there are under construction with a view to this special class, seven vessels intended for Channel Service, three twin-screw steamers for the London and North Western Rulway Co. one Turbine steamer for the Great Western Railway, one Turbine steamer of nearly 3,000 tons for the Isle o Man Steam Packet Company, and two Tur-

bine steamers to be employed in Japan. Two other vessels intended for the Ai class of 3,800 tons each belonging to the Canadian Pacific Ruilway Company, may be mentioned as interesting examples of the requirements of special trades and the varying conditions of navigation. These vessels, which have been built on the Clyde, are to be employed on the Great Lakes of North America, but as their length would prevent them from getting through the locks between Quebec, and the Lakes arrangements have been mide during con struction to facilitate the cutting of each boat into two parts at Quebec, and the parts are to be then to ed separately to the Lakes and there

re-joined. It is of interest to note as a further indication of the applicability of the fociety's rules to different types of wessels that plans have been recently passed by the Committee for the new Auction Deed er which in now being built at Birkenhead for the Mersey Dicks and Hari bour Board for the ton At class. This will be the largest dredger in the world, with an approximate gross tonning of 8,000 tons; length, 463 feet; breadth, 69 feet; depth, 32 feet. is understood that this dredger will be able to pump to one tone of sand in 50 minutes. Another big dredger of 2,970 tons gross, for the Thames Conservancy, is under construction at

Port Glasgow for the same class. Reference may also be mide to the fact that amongst the large number of steam trawlers classed by the Society during the past years two of 418 tons gross, have been built at Deakick. These two being the largest trawlers yet

In the course of the year the plans of 76g vessels intended to be built of steel, 36 of wood and a of composite—making a total of 807 vessels-were submitted for the Committees consideration, with a vi-w to the approval of the vessels for classification by the Society, In the case of steam vestels, plane of the boilers were also submitted.

The toppage in course of construction under the inspection of the Society's Surveyors at

During the year 867 .. oo lons of ship and

t the present time there are 67 steel manu-14.410 tons were sailing ships. These vessels facturing firms in the United Kingdom, and 137 abroad, recognised by the Committee for proved plans, under the special supervision of the production of steel for use in the constructhe Surveyors to Lloyd's Register. Of the tion of vessels and machinery intended for total, 70% or 1,733,300 tons were built for the classification in Lloyd's Register Book. Prior

United Kingdom, and 30% or 451,422 tons for to such recognition being extended to any es tablishment it is necessary that the works shall The present return of nearly one and a half | have been inspected an i reported upon satistonnage classed during any one year in the list of these steel works is contained in the 80. ciety's Book of Rules.

The total length of chain cable tested during the year at Public Proving House in the United Kingdom, which are all under the those for the year under review show an in- superintendence of the Society, was 431,382 fathoms or nearly soo miles, being an increase of nearly 17,000 fathoms or nearly 20 miles on the quantity tested in the previous years. The number of anchors tested was 9,196, an increase

It may be noted that the diameter of the vessels embracing a great variety of typer, and largest stud link chain cables tested, which the Society's Rules allow ample scope for deal- were intended for the " Lusitania " was 3 and ing with vessels of all types, and admit of the 13/4 inches. The weight of each link of these highesticiass being assigned to any vessel, pro l' cables being I and 1/4 cwt, and of each comvided that the necessary structural strength is pic'e cable 124 tons. The beaviest anchor tested during the year weighed over 10 tons Chief among such vessels is the Express tur- and is for use on board the latter vessel,

In addition to the above establishment there Brown and Company Limited for the Cunard | are 17 Anchor and Chain Cable Testing Maof which magnificent vessel on her early voy- and 19 in the United States of America, which enoch in the progress of modern thinbuilding the Society's Surveyors, for the testing and marine engineering, has been built under of Anchors and Chain Cables to be supplied to and classed to At in Lloyd's Register, and it intended to be classed in Lloyd's Register is most pleasing to know that she had justified | Book. In these cases the necessary tests are the Surveyors to the Society,

The steam turbine method of propulsion in merchant vessels has now passed the expeti ment il stage, and the Society has, from the been built under the special survey of the beginning, been closely associated in the evolu-Society's Surveyors and there is every reason I tion of this new type of marine engine. Many turbing vessels, whether intended for occup, coasting, channel havigation or pleasure pur-The Directors of the Cunned Company are poses, have already been classed with Lloyd's Register, their total tonnage amounting to result of their great national endeavour to 88,85; tons. Ten others of 92,410 tons are at presentain course of construction under the ence in Atlantic steaming which, until wome inspection of the Society's Surveyors, the latter figure includes the "Mauretania" 32,000 tons, two vessels of 13,500 tons built at Nagasaki and two of 11,300 tons each which are intended the past year, the following larger ones have for the Egyptian Mail service from Marseilles to Alexandia.

There are at present twenty-one vessels names in the Register book of vessels fitted with turbine engines now sailing, ranging from 1,000 to 30,000 tons, and all classed with Lloyd's Register. 🕆

It is a matter of much 'satisfaction' that ser vices of the Bociety's expert Surveyors in in spection of Refrigerating Appliances in vessels engaged in carrying frozen or chilled meat, fruit and dairy produce continue to be take advantage of by those interested in that trade and at present 112 vessels hold the Society's Certificate for Refrigerating Machinery which have a capacity of about 12,000,000 carcases of mutton. The Committee believe that the Society's Rules embody the best results of varied, experience which has been gained in this important and growing trade.

An important work of the Suciety is the assignment of Freeboards under the Merchani Shipping Act, and the number of vessels which have had treeboords assigned by them up to the end of June 1905, was 14,073,485 being assigned during the past year representing a gross tonnage of 1388,000 tons, this is quite independent of a largo number of re-assignments which numbered 4,450 vessels."

The Committee have been in communication with the German Government with a view to an International Agreement in respect to loadlines and is a step in the right direction, having such an important bearing on the safety of life and property at sea.

AReference may fittingly be made to the Shipping Law which the Government of Norway has recently brought into operation regarding the public inspection of vessels sailing under the Norwegian flig, with a view to insuring seaworthiness.

The Norwegian Government have agreed to recognise under this, Law the classification of Lloyd's Register and, to accept for the purposes of the law, surveys carried cut by this Spciety's Surveyous aim of at him? him

The Committee have been the means of bringing about an International Conference on Yacht Measurements, and a number of Yachts have been built to rules agreed to by this International Conference, and which have, besides, proving themselves eminenty racers. proved themselves to be comfortable cruisers in the exceptionally rough weather experienced. in the past yachting season.

An important event in the history of the Society, during the year was the relivement of Sir John Glover from the position of Chairman, which office be hid filled with great distinction since 1889; and the Committee recorded their deep regret that the claims of advancing years made it necessary for him to retire from the position of Chairman of Lloyd's Register, a position in which he has shown distinguished ability, rare devotion and unfalling courtesy and fact, and which won the admiration and profound regard of every member of the Committee who gratefolly express their itigh appreciation of the eminent services which during his thirty-five membership of their body be repdeted to the Society of Lloyd's Register, and to if a prest shipping and mercantile interests which

representation of the control of the In a feeling and interesting marrie, Sir John replied relemng to the bigh position which the Society of Lious's Resister had attained, and to the extraordically progress if help made sorting ... Hongroup, statements by 1000

his first association with the Committee of th my five years ago. At that time there were 14 millions of classed tonnage in the Register Book as against nearly o million tons at present. Thirty-five years ago the Society's Surveying Staff amounted to 75; now it numbers 308. The Geneval Com-

mittee numbered to whereas to-day it numbers will conclude my raper with a few ineresting facts in reference to the latest triumph of modern Naval Architectine and Engineering skill, the construction of the Cunarders.

Lustania and that of the Mouretonia. The length of the Lunisunia is 7:0 feet. 88 feet benm, plated depth to feet, a displacement. of 44,000 tons, and a speed of 152 knots; she has nine decks in all, and is divided into 175 watertight compartments which surely establishes the claim that she is unsinkable by any ordinary disaster. In the construction of the bull 26,000 steel plates were used, the largest of which were 48 feet in langth and weigh 41 thus apiece. The frames and beams which form the skelton of the ship would, if placed and to end, extend a distance of 30 miles. and four million rvets weighing about were used to rivel the plat-The rudder weighs of tons, and the castings for stem, steropost and shaft brackets ogether with the judder weigh 280 tons. The hip carries three to tone anchors and 1,800 fathoms of chain cable. From keel to the roof of the pilot house of the Lusitania is too feet. her full draft is 37 feet 6 inches. Each of the four funnels are 24 feet in diameter, ard 155. feet above the firebars, she will accommodate 2,200 passengers and carry a crew of 800, her total complement being 3,000 souls. The designed horse-power being 70,000 but would probably indicate nearer 80,000. Steam is supplied by 25. bollers with a consumption of probably 45 tons per hour or about 1,100 tons per day, and for a single trip across the Atlantic must carry in her bunkers about 7,000 tons of coal. The Casing of the low pressure turbine is an enormous casting and the finished internal diameter is 16 and 1/1 feet. All the turbines taken together call for separate fitting of no less than 3,000,000 blades.

vessels were built under special supervision of Surveyors to Lloyd's Register and mark an important epoch in the annals of modern shipbuilding and the progress of Lloyd's Register of British and Foreign Shipping. In concusion, I have to expless my in

debtedness to the Committee and to Mr. H T. Cornish, Chief Ship Surveyor, for a large amount of information contained in this paper, (Applause.)

- To-dan's Advertisements...

LOUGLAS STEAMSHIP COMPANY. LIMITH D.

FOR SWATOW, AMOY AND FOOCHOW THE Company's Steamship

"HAITAN." Captain J. S. Roach, will be despatched for the above Ports, on SUNDAY, the 9th instant, at to p'clock A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. General Managers. Hongkong, 5th February, 1908.

EASTERN AND AUSTRALIAN STRAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Colling at Post Darwin, and Queensland Pons, and taking through Cargo to-Adelaide, New Zoaland, Tasmania, &t.)

THE Steamship

Captain Mc Isthur, will be despatched as above, on SATURDAY; the 29 h inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light. A Stewarders and a duly qualified Surgeon

are carned. N.B. - To assure the additional comfort of passengers the steamers of the Company, have electric fans fitted in staterooms, garage

For Freight or Passage, apply 40 GIBB, LIVINGSTON & Co., - Agents.

Hongkong, 5th February, 1908.

PUBLIC AUCTION.

HR Undersigned have received instructions THE CAPTAIN SUPERINTENDENT OF POLICE. to sell by PUBLIC AUCTION.

FRID'AY. the 7th February, 19:8, at 11 A M, at the Police Compound, Central Police Station.

A QUANTITY OF CONFISCATED GOOLS"

UNCLAIMED PROPERTY TERMS:—As ususi. HUGHRS & HOUGH.

Government Auctioneers.

Hougkong, sth February, 1908 THEATRE ASSES ROYAL.

WILL PRI SENT

AN ORIGINAL COMEDY, IN FOUR ACTS. HENRY ARTHUR JONES,

THURSDAY Josh February PRIDAY

Doors open at 8 30 P.M. Performance at Q P.M. Prices \$3, \$2, and \$1, Lailors and Soldiers in uniform half-price to

it Stalls and Pit. Booking Office at the ROBINSON PJANO CO. open consend with MONDAY the roth rebluary, 1909, as ab Areas

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BUILT UNDER OUR PERSONAL SUPERVISION EMBOUYING 30 YEARS' LOCAL

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TO LET. FFICES and ROOMS on the 1st and 2nd Floors of No. 14 Des Voeux Road Central (formerly occupied by Messra. Shewan, Tomes & Co.)

HOUSE No. 11, Saymour Road, newlypainted and colour-washed. ONE FIVE-ROOMED BUNGALOW. The Neuk No. 84, Mount Gough, Peak Garden and Tennis, (From 1st April next),

Apply to-THE COMPRADORE DEPARTMENT, lardine, Matheson & Co., Ltd., Connaught Road Central.

Hongkong, 4th February, 1908.

TO LET.

& 8, LEIGHTON HILL ROAD. HONGKONG AND KOWLOON

LAND AND LOAN CO., LD., No. 8, Queen's Road West. Hongkong, 14th lanuary, 1908.

TO LRT. HOUSE in KNUTSFORD TERRACE. Apply to-

THE HONGKONG LAND INVEST-MENT & AGENCY O., LD. Hongkong, 1st February, 1008 TO LET.

NTO. 5. MORRISON HILL. ONE FOUR-ROOMED HOUSE, # at

PRAYA EAST, near East Point;

Apply to-JARDINE, MATHESON & Co., Ld. Hongkong, 19th October, 1907 TO LET.

T.T OUSES in AUSTIN AVENUE, Kowloon. Immediate Possession. Apply to-

E. D. SASSOON & Co. Compradore Department. Hongkong, 20th January, 1908.

TO LET. ODOWN No. 3, NEW PRAYA, Kennedy

Apply to-THE HONGKONG LAND INVEST MENT & AGRNCY CO. LD. Hongkong, 1st, February, 1908. 1975 11 1159

TO LET. A-ROOMED HOUSES in GAP ROAD near To the Race Course within easy access to the Lower Level Tramway. Rent very moderate. PLATS for Eur opeans in WILD DELL Buildings, No. 147; Wanchai Road.

Apply to— PERCY SMITH & SETH.

Hongkong, 16th December, 1007 TO LET.

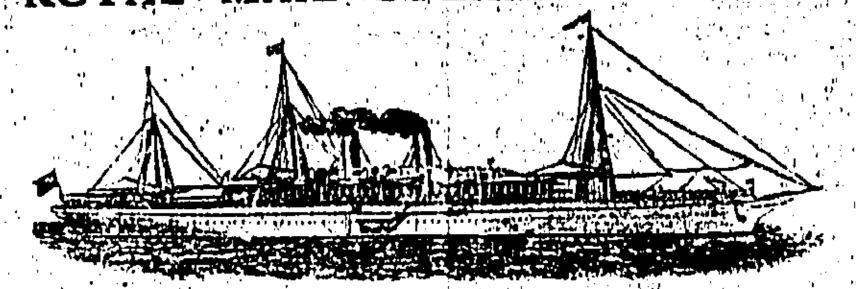
OFFICES on TOP FLOOR, No. 2, COM-MAUGHT ROAD, facing the Cricket Ground of a State of the Control of

HATHERLEIGH Conduit Road Wester A HOUSE in CLIVION GARDENS, Conduit Road will be to the first internal OFFICES in Your Building. GODOWNS (in) PRAYAD RAST, BLUE Buildings; and No. 168; Dis Vaux ROAD pext to the Hongkong Hotel,

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Luxury-Speed-Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line," Saving 5 to 10 Days' Ocean Travel. 11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

	PROPOSED SAILINGS.	*1		(Subject to Al	teration).
•	R.M.S. Tons	•	LEAVE F	DRONGROE	ARRIVE VANCOUVE
	BURES OF LAPAN . 6000.	THU	JRSDAY,	, Feb. 13th	Mar. 2nd
	HEMPRES OF CHINA"	THU	JRSDAY.	. Mar. Izin	19194999 MINT 3710 .
	REPORTED AND INDIA " Anno.	ТН1	IKSDAY	. Abril Qib	ADIII 3710
•	"MONTEAGLE"	W.E.	IRSDAY.	May 7th	May 25th
	"EMPRESS OF CHINA"6,000.	THI	JRSDAY	June 4th	June 22nd
	" HMPRESS " steame	ers will,d	lepart from	n Hongkoog at	4 P.M.
•	Intermo	diate ster	imors at I	2 Noon.	en e

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANG-HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KUBE, IUNUMAMA and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days. from YOKOHAMA, and 291 days from HONGKONG.

Hongkong to London, Intermediate on Steamers, and 1st Class on Rallways ... vid St. Lawrence L40. Vid New York £42. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the

American Continent. R.M.S. "MONTEAGLE" carries "Intermediate" l'assengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China

'and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, D. W. ORADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya. Thoughoug, 29th January, 1908

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED BAILINGS FROM HONGKONG, -SUBJECT TO ALTERATION).

For	Steamship	On	
SHANGHAI VIA SWATOW	KWO VGSANGI	THURSDAY, 6th Feb.,	Noon.
AJANTII A	VIIINGANGE	WRIDAY.7th Kab.4`P	.M.
CANTIAVAN	MAUSANG	SATURDAY. 8th Feb	4 P.M.
SHANGHAI, YOKOHAMA, KOBE I	KUTSANG* `	FRIDAY, 14th Feb., 4	Р.М.
MANTITA	J.OONGSANG*.	FRIDAY. 14th Fed., 4 I	. M .
S'GAPORE, PENANG & CALCUTTA	AMSANG*	THURSDAY, 20th Feb	., 3 P.M.
		1774 1	

FOR THE MANILA CARNIVAL. A Special reduced fare of \$50 for Return Passages will be issued for our Sailings to Manila of the 24th and 31st instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax. * These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtste Pons, Chefoo and Tientsin via Ching-Wan-Tau. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Himsking, 4th February, 1908. CHINA NAVIGATION

For	STEAMERS.	To	SAIL	
HOIHOW & HAIPHONG				
AMOY & SHANGHAI	"LINAN"	6th	1)	4 P.M.
CEBU & ILOILO	"SUNGKIANG"	7th	405	11
TSINGTAO & CHEFOO				
SHANGHAI	" YOCHOW "	8th	i.	11
MANILA, ZAMBOANGA & COLONIES	· · · · · · · · · · · · · · · · · · ·	•		41'
SHANGHAI	" KIUKIANG"	11th	78	11
MANILA	. "TEAN"	11th	H°.	977
SHANGHAI				
CEBU & ILOILO		•		
• The Attention of Passengers is directed	to the Superior Accom	modatio	n offe	ed by th

iteamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried. I Taking Cargo on through Bills of Lading to all Yangters and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

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... 5th February, 1968.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Riectric Light-Perfect Cuisine-Surgeon and Stewardess carried. -All the most up-to-date arrangements for comfort o Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED,

Steamship.	Tons	Captain.	F or.	Salling	Dates.
ZAFIRO	1540	R. Rodger	 MANILA		8th Feb.
RUBI	2540,	Almond	n ^(*)	SATURDAY, 1908	15th Feb.,

For Freight or Passage, apply to

GENERAL MANAGERS.

Honekong, 4th February, 1908.

STEAMSHIP LIMITED.

MANILA CARNIVAL.

ACCARNIVAL will be held in MANILA under Government auspices commencing on the A 27th FEBRUARY, 1908. As an inducement to Hongkong residents to patronise this important event, besides enjoying's holiday of reasonable length, we have decided to despatch our steamen "ZAFIRO" for a special Carnival trip, leaving Hongkong at 4 P.M. on the after-moon of SATURDAY, the 210d FEBRUARY. The "ZAFIRO," will reach Manila or Tuesday morning and in order that the full round of festivities may be enjoyed we shall not desputch the steamer from Manila until 2 A.M. on the morning of Tuesday, the 3rd March. She will reach Hongkong again at daylight on Thursday, the 5th March. We have arranged a special face for this round trip of \$50 and Passengers, should they so desire, may make arrangements to remain on board during steamer's stay to Manife.

> SHEWAN, TOMES & CO., General Managers.

Shipping—Steamers.



AMERICAN ASIATIC STEAMSHIP CO.

I OR NEW YORK VIN PORTS and BUEZ CANAL. (With Liberty to Call at the Malabar Coast),

To sail Steamship

For Freight and further information, apply to SHEWAN, TOMES & CO.,

"Invente 27th January, 1908,

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

Hongkong, 5th February, 1908.

"HAICHING," Captain Hodgins, will be despatched for the are lit throughout by Electricity. Electric Fans above Ports, TO-MORROW, the 6th inst., in First Class Cabins.

At II A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY....

PROPOSED SAILINGS FROM HONGKONG FOR VIOTORIA, B.C., AND TACOMA.

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.		
Kumerich Shawmus Tremoni* Suverich	6,232 9,606 9,606 6,232	Cowley E. V. Roberts T. W. Garlick Shotton	1908. 8th Feb. 21st Feb. 17th Mar. 9th Apr.		

CHEAF FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA For forther Information, apply to DODWELL & CO., LIMITED,

General Agents. Queen's Buildings. Hongkong, 17th January, 1908

FOR SINGAPORE, PENANG AND - Calcutta.

THE Steamship

Captain J. G. Olifent, will be despatched for the above Ports, on SATURDAY, the 8th instant, For Freight or Passage, apply to

DAVID SASSOON & Co. LIMITED. - Hongkong, 4th February, 1908.

"SHIRE" LINE OF STEAMERS.

FOR LONDON, ANTWERP AND

"FLINTSHIRE" will be despatched for the above Ports, on the 20th February, 1908. For Freight, etc., apply to

SHEWAN, TOMES & Co., Hongkong, 22nd January, 1908.

"Indra" line, limited.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

" INDRANI " Captain MacFarlane, will be despatched as above on or about the 25th February. For Freight, apply to JARDINE, MATHESON & Co., L

TOYO KISEN KAISHA.

Hongkong, 27th January, 1908.

SOUTH AMERICAN LINE. REGULAR STEAMSHIP SERVICE. BETWEEN HONCKONG, CALLAO

IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA). With liberty to call at HONOLULU and in the Salina Cruzer effectives a

March, 1908 Taking Freight and Passengers to other Ersiern and Western Coast ports of South An evica in connection with Steamers of the Profess, Na Co. Mark Street, Ma For further information as to Freight and Passage, apply to

Tops ... To sail

Houghong, alth December, 1905

HUNGKONG AVERAGE MARKET PRICES.

Corrected 31st January, 200 cts. per \$ Mex.

BUTCHER MEAT.

Beelsirloin & prime cut-Mei Lung Pa bCorned—Ham Ngau Yuk "Roast-Shiu " " " "Steak-Ngau Yuk Pa , Sirloin-Ngau Lau " Sausages,-Ngau Yuk Chaung ... " Bullock's Brains-', Know..... per set "Tongue fresh-Ngau Li..... each u comed-Ham Ngau Li..... , Head-Ngau Tau Heart—Ngau Sumper Ib " Hump, Salt-Ngau Kin " Feet-Ngau Keekeach

"KWONG TUNG"Capt. H. W. WALKER.
"KWONG SAI"Capt. E. S. CROWE. .. Tripe (undressed)-Ngau To..... Leave Hongkong for Canton at 9" every Calves' Head and Feet-Ngau-chai-Leave Canton for Hongkong at 5.30 every tau-keck.....set

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and I'igs' Chitlings-Chi cheong

The Company's Whari is situated in front 180 of the New Western Market, opposite the old Harbour Office. YUEN ON S.S. CO., LD., SHIU ON S.S. CO, LD. No. 8, Queen's Road West

Intimations.

General Agents :

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

evening, (Saturday excepted).

evening, (Sunday excepted).

Passage Fare—Single Journey\$4.

Hanckone, and July, 1009.

RACE

FIRST PRIZE:

New Humber Bioycle.

ECOND PRIZE:

Pair Duolop Tyres. THIRD PRIZE:

Pair of Inner Tubes one Eell and one Lamp

ALL PRIZES PRESENTED

THE DRAGON CYCLE COMPANY.

The Scratch Road-race for the above prizes will take place on CHINESE NEW YEAR DAY over a course to be announced later.

ENTRANCE FEE\$3.

Entries close on January 31, with THE DRAGON CYCLE CO., II, D'AGUILAR STREET.

Hongkong, 16th January, 1908.

1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND SPLENDID STOCK OF

FRENCH MILLINERY,

VARIOUS SHAPES AND COLOURS

BLK. AND TAN GLACE KID from the best American Minufacturer,

flannels, "Weeds, serges Ladies' DRESSING GOWNS and JACKETS.

Leg-Yeung Pei Shoulder-Young Shau Brains-Chi Know.....per set Feet-Chi Keok..... Fry-Chi Chak Head—Chi Tau Heart-Chi Sum.....each " Kidneys-Chi Yiupair Liver-Chi Kon Pork, Chop-Chi Pai Kwat Corned-Ham Chu Yuk Leg-Chu Pci Fat or Lard—Chu Yau Sheep's Head and Feet-Yeung Tau Keokset Heart-Young Sum.....each Kidneys-Young Yiu , Sucking-Pigs, To-Order-Chu Chai---Mutton-Sang Young Yau Vcal-Ngau Chai Yuk..... " Sausages-Ngau Chai Yuk Tong. "

POULTRY.

Capons, Large, Small-Sin Kai.....

Ducks-Ap

Doves-Pan Kaueach

Eggs, Hen-Kai Tan.....per doz

Geese-Ngo

Geese, Wild Shanghai-Sheung Hoi Ye

Musk Deer-Wong Kengeach

Hare—Tu Chai.....

Partridge-Che Khoo

Pigeons, Canton-Pak Kup each

Quail-Um-Chun

Rice Birds-Wo Fa Cheukdozen

Snipe-Sa Chuieach

Turkeys, Cock-Fo Kai Kung ... per lb

Wild Ducks, Shanghai, Sui-appair

Teal, Shanghai, Sui Ap Chai,

Wild Ducks Canton-Sang Shing Sui

Bream-Bin Yu.....

Canton Fresh Water Fish-Hoi Sin Yu,

Carp-Li Yu

Catfish-Chik Yu

Codfish-Mun Yu.....

Crabs-Hai

Cuttle Fish--Muk Yu

Dab-Sa Mang Yu

Dace-Wong Mei Lun

Dog Fish-Tit To Sa

Eels, Congor-Hai Man Yu

Frogs-Tien Kai

Garoupa-Sek Pan

Gudgeon-Pak Kup Yu

Heirings-Tso Pak

Halibut-Choung Kwan Yu

Labrus-Wong Fa Yu.....

Loach-Wu Yn.....

Mackerel-Chi Yu

Monk Fish-Mon Yu

Mullet-Chai Yu

Parzotfish-Kal Kung Yu

Perch-Tau Loo

Pike-Fa Paw Poong

Plaice Pan Yn.

Pomfret, Black-Hak Chong.

Pomfret, White-Pak Chong......

Prawns - Ming Ha.

Ray-Pet Pa Sa description of the W

Rock Fish Sek Kau Kung.

Reach Chamilton and Chamilton

Salupos, (Otos), trees water-Ma Yeu

A STATE OF THE PARTY OF THE PAR

Oysters-Sang Hoo

Lobsters-Lung Ha

Fresh water-Tam Sui Yu

Yellow-Wong Sig.....

Anper pair

" Hen—""Na

Hoihow-Hoihow Pak Kup ,

... Hainan-Hoi Nam Kai

Ngo pair \$

Chicken-Kai Chai

Beans, Sprout-Ah Choi..... Beans, Long-Tau Kok Beet Root-Hung Choi Tau...... each, Brinjals, Green-Cheng Yuen Ker Brin als, Red-Hung Ker Brassica-Pak Chol..... Bamboo Shoots-Chook Shun Cabbage, Chinese, com.-Kai Choy......

Cane Shoots, bunch-Kau Shun Cauliflower, Large size-Tai Yeh Choi-Faeach

Cauliflower, Medium size—Cheung Yeh! Pheasant-Shan Kai.....pair \$1.50 Carrots-Kam Shun

> Green-Cheng Lat Chiu Curry Stuff, English-Ka Lee Choi Liu Cucumbers-Cheng Kwa ... Ritter Squash—Fu Kwa

Ginger, young-Sun Tsz Keung old—Lo Keung Ilorse Radish, Shanghai-Lik Kan ... I Indian Corn-Suk Maipiece Lettuce-Yeung Sang Choieath Water Chesnuts-Ma Tai

Musk Melon Mushrooms, Fresh-Sang Cho Kho.... Onions, Bombay—Young Chung Tau.

Green-Sang Chung..... Japan-Yat: Poon

Okroes-Mo Ker

American—Fa Ki

Caltrops-Lan Kok Lily Roots-Lin Ngau age deminations property of the cla

stallholders to sell at the prices que

Apples, (California)-Kam San Ping (Chefoo)-Tin Chun Ping Small-Hoi Tong...... Custard-Fan Lai Chi.....each Bananas, fragrant, Canton-Sang Sheng, " (brides), Macao-San Heung Chiu Chestnuts, Chinese-Foong Lut

FRUITS.

Skate-Po Yu

Soles-Tat Sa Yu.

Tench-Wan Yu

Turties, small, fresh water—Keok Yu.,. .

White Bait-Ngan Yu Chai

Cocoanuts-Yeh Ts:each Lemons, China-Ning Moong..... Amor.-Kum San Ning Moong Lichnes, Small Stone—Lai Chi Contanti 20 Fresh, Lai Chi Limes, (Saigon)—Sai Kung Ning

Carambola—Yeung Tou

Moong.....each Mango, Manila-Lui Sung Mong, Mango, Saigon-Sai Kung Moong Mangosteens, San Chuk Tst dox. " Small-T.i Kutcatty Mandarin-Tim Kut Passion Fruit each

Pears, (American)-Kam San Shut Li B ,, (Canton), Cooking—Sa Li " (Shanghai)—Sheung Hoi Li ... , 3185 Persimmons, Large,—Hung Chie...... Pine-apples, 1st quality-Sheung Poon

Ti Paw-laweach .. and cooking -Chung-tang 18 Platains—Tai Chiu Plums, Swatow-Hung Lai Pumelo, Siam-Chim Lo Yaueach ... 10-Walnuts, Hop Tou , Green —Sang Hop Tou

VEGETABLES, &c. '

Artichokes, Shanghai,-Sheung Hos Ah Chi Chauk Beans, (French) Macao-Oh Moon Pin' Tau Beans, (French), Shanghai-Sheung Hoi Pin Tau

Cabbage Root-Kai Lan Taueach. Cabbage, (Shanghai)-Yeh Chol

Choi-facach; Cauliflower, Small size-Sai Yoh Chol-fa with Celery, Chinese - Tong Kan Choy Celery, English-Yeung Kan Choi Celery, White-Pak Young Kan Chui,; Chillies, Dried-Con Lat Chiu

Garlic-Seen Tau.....

" Mandarin-Kwei Lum Ma Tai "

Shai-Sheung Hoi Chung Tau

Gradus Pen Green Peas-Cheng Tau...... 8 Potatoes, Sweet-Fan Shu Shanghai—Sheung Hoi Shu

Japan-Yat Poon Shu Tsai Foochow-Fuk Chau Shu Tsal Macso-Oh Moon

Pumpkin-Toong Kwa Radish—Hung Lo Pak Tsai Rhubarb Shalots Con Chung Tau Spinage (Chinese)-Paw Chol Spinach-Yin Choi Tomatoes Fan Ker. Taros - Wa Tan The Tre bell And Allego Britishing

Turnips, Pun-ti (Long)-Low Pak English-Young Low Pak, plece Vegetable Marrow-Chit Kwa Water Cresses-Sai YeunglChoi

The prices pecessarily vary from day and the Santtary Board has no power to

Mongkong, sand January, 1908.

For further particulars, apply to the Undersigned.

K. MATSDA.

porte orders garefully executed. Hongtone 3rd January 1908

Samples on application. & Coast

Lintimations.

THE EASTERN CYCLE Co. ARSENAL STREET.

BICYCLES--BICYCLES.

WANCHAI.

CHEAP SALE.

FOR A SHORT PERIOD ONLY. COMMENCING FROM JANUIRY 10, 1908,

MACHINES

LADIES and GENTLEMEN FITTED with 2 and 3 SPIT GEAR,

OF ALL GRADES and GUARANTEED ENGLISH MAKES.

All Prices to suit individual requirements.

BICYCLE ACCESSORIES: LAMPS (and and oil), BELLS, TYRES, CYCLO-METERS. INFLATERS, SPANNERS, AND EVERY OTHER REQUISITE FOR

NEW RICYCLES FOR HIRE.

REPAIRS UNDERTAKEN. FXCHANGES

CYCLISTS.

FFFECTED. THE

EASTERN CYCLE

3, ARSENAL STREET. WANCHAL.

Hongkong, 15th January, 1908.

PARST BREWING COMPANY. MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK

SIEMSSEN & Co., Agents for

HONGKONG & SOUTH CHINA. Hongkong, 70th Inly, 1007.

COLD, STORAGE.

THE HONGKONG ICF COMPANY, LTD. have now 40,000 Cubic feet o COLD STORAGE available at FAST POINT. Stores will be Open at In A M. and 4 P.M. daily Sunday excepted, to receiv e and deliver perishable goods. wm, parlane,

Manager. Hongleone, and Inne, vont.

Shipping.

Polyphemus, Br. s.s., 3 cGr, F. Chrimes, 4th Feb ,-Takao 3id Feb., Gen.-B. & S. Taisang, Pr. s.s., 1,544, D. Christie, 4th Feb. .. Hoilo 31st Jan , Sugar,-I., M. & Co.

Changsha, Br. s.s., 2,269, G. W. Eedy, 5th Feb .- Velbourne via l'orte and Sydney 10th Jan., Gen.-B. & S. Tjilatjap, Dut. 8.5., 2.414, P. J. von Emmerick,

5th Feb ,-Moji 3tst Jan., Coal.-J C J. Waishing, Br. s.s., 1,170, W. F. Bichard, 5th

Feb,-Weihnime 3 st Jan., Gen.-J., M. & Co. Tungshing, Br. s.s., 1,1-6, Stalker, 5th. Feb ,-

Wuhu and Chinking 31st Jan., Gen.-J., Nerite, Dut s.s., 1,4 3, Westers, 2nd Feb.,-M. & Co. Manchuria, Am. s.s., 8,750, J. W. Saunders,

5th Feb. - San Francisco 7th Jan., and Shanghai 3rd Feb , Mails and Gen .- P. M. 14. Yatshing, Br. & S., 1,424, Courtney, 4th Feb.,

-Wuhu 31st Ian, Rice, -1, M. & Co. C. Ferd. Lacist. Ger. s.s., 5,874, A. Wagner, 5th Feb.,-Shanghai til Feb., Gen.-H.

Clearances at the Harbour Office

Yrung, for Kwong-chow wan. Sexta, for Saigon. Nubia, for Yokohama. Taming, for Manila. Huichow, for Holhow. Tungshing, for C nton-C. Ferd, Lacist, for Singapore. Fukushu Maru, for Swat w. Waishing, for Capton. Protector, for Caigon. . 633

Penarturer,

Eastern, for Japan. Brastita, for Shanghai, &c. Bade Maru for hingspore-Sexta, for Saigon. Taming for Manil:

Polyphemus, for Chingwaniao.

Nerite, for Canton, 🖰

Passengers arrived.

Per Changsha, from Australian Ports-Mr. T. Camezen Mrs. Russel, Misses Vicary and Llewl'yn, Billy, I'ew, Burgovne, Jack on, Fitzgerald, Roose, Page, Newly, Sutherland, 40 _ Chir ese, tr. Japanere, and 21 Indians.

Per Marchurf , from San Francisco, &c .-Mr. and Mrs. F. C. Arr nce, Mr. L. Hankson, Mrs. W. H. Bradle , Wr. and Mrs. A. Byrnes, Mr D. P. Di four, Mr. and Mrs. J. L. Dryden, Miss G. J. Dryden, Mrs. L. J. Dryden, Mr. C. Edwards, Mr. and Mrs. C. J. Hizzet, Mc.A. Mackillop, 'r. and Mrs. J. Fritsch Capt. Kretzichmon, Dr. I. W. Kew, Messrs. A. B. Ezra. M. Shibbeth, S. S. Catton, Pam Yue San and servant, Mrs A. C. McCullough, Infant and maid, Mrs. M. McDonald, Mr. J. . . Myers, Mr. and Mrs. Pardee, Mr. W. Sexton, Mrs. A Rodgers, Rev. E. A Sibley, Dr. and Mrs. C. T. Sibley, Mr. M. R. Stone, Miss C. E. Wherry, Mr. J. H. Plummer, Mr. and Mrs. C. L. Stone, Messys, P. W. Chasleson, E. Ellis, W. M. White, R. W. Thu ston, O F. Y. or, J. J. McKin, D. R. Charleson, and Miss Pin De

Passengers departed

.- Per Sa to Mars. for London, &c .- Mr and Mrs. R. A. Harding, Mrs. Simpson, Mr John Low, Mr. and Mis. Wisner, Messis. L. V. Stegan, Masta Valentio, J. R. Ko shaw, Assistant Engineer Onodera. Messra. Shibata. Ohta, Paymister Kato, Mr. K. Tagi, Miss Ella Ross, Mr. Albert Ellis, Master Eric Grimble, Mesers, Kojima, Higurashi, S. Ci, Nishimura, G. Yanigisiwa! Kanabusy | Kando. Kimura Blancha M. Burrow. Polater. R. Rickiel. M.

Shipping Records Str. Polyphemus, from Taka :-- Strong N.E.

wind Chinn sea. Str. F.F. Laefen from Shat ghai :- Strong N.W. wind and sea.

Str. Tungshing, from Chinking:-Strong N'ly wind and overcast. ter, I' Alag, Iron Wuhu :-- Moderate to strong N & monsoon, overcast with drizzling

Str. Waishing, from, Weihniweit-Strong monsoon and rough sea with overcast, cloudy weather throughout.

Bir. Changsha, from 'ydney to Thursday 1.1, strong S.E. breeze, fine and clear weather. Thursday Id. to Manila light variable breeze ; fine and clear weather; Manila to Hongkong light to moderate N.E. monsoon, fine weather.

VESSELS IN PORT

Steamers. Amigo, Ger. s.s., 822, N. J. Baltzer, 18th Jan. -Haiphong and Holhow 17th Jan., Gen.

Anchen Clae, Br. s.r., 2,597, Moir, 30th Jan .-Port Kemble 3rd Jan., Coal.-M. M. Blue Cross, Br. s.s., 1,95 . W. T. Heselton, 3rd Jan Cardiff 6th Dec., Coal Admiraly. Bourbon, Fr. s.s., 997, Le Bail, 3rd Feb,--Saigon 28th Jan., Rice.-Man Fat & Co., Brasilia, Ger. s.s., 4,239, H. Haase, 3rd Feb.,— Hamburg 20th Dec., Gen.—H. A. L.

China, em. ss, 3,186, D. E. Friele, ist Feb., -San Francisco 31st Dec., Honolulu 7th Jan, Yokoha, a 20th, Kobe 21st, Nagasaki aard, and Manila agr ', Mails and Gen .-P. M. S. S. S. Co.

Chowle, Ger. s.s., 1,055, T. Spiesen, 3rd Feb., -Saigon 29th Jan., Rice.-B. & :. Drumgeith, Jap. s.s., 7,476, J. Fairweather, 4th-Feb.-from Bristol Channel, Coal .-

Order. Eastern Br. s.s., 2,772; W. G. McArthur, 18 Feb .- Melbourne 27th Dec, Newcastle 1st Jan., Sydney 8th, Brisbane 11th Townsville and Cairns 14th, Thursday sland 16th, Port Darwin toth, Dilly Timor 21nd, and Manila 29th, Gen - G. L. & Cb. Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 13th Jan .- Vancouver 2 11 Dec, and Shanghai 11th Jan., Mails and

Gen.-C. P. R. Co. Frithiof, Nor. s.s., 891, O. Andersen, 3rd Feb ,-Saigon 29th Feb., Rice.-Anguard, Thoresen & Co. Germania, Ger. s.s., 1,713, H. Lorenzen, 9th

Jan. — aiphong 7th Jan., Rice.—J. & Co. Haiching, Br. s.s., 1,267, A. E. Hodgins, 1st Feb.,—"watow 31st Jan, Gen.—D., L. & Hanoi, Fr. s.s., 732, Zerk, 31st Jan.,-Haiphong and Hoshow 7th Jan., Gen. and

Pigs, -A. R. M. Pilary, Ger. s 8., 1,330 H. Uecker, 22nd Jan . -Macassar 13th Jan., Gen.-J. C. J. L. Hong Bee, Br. s.s., 2,00;, Holme, rd Feb.,-Singapore 29th Jan., Gen.-Chinese. acob Diederichsen, Ger. s.s., 623, A. Hansen,

and Feb.,-Haiphong and Hoihow 1st Feb., Gen.-J. & Co. lapan, Br. s.s., 3,8 6, J. G. Olifent, 1st Feb.,-Nagasaki 28th Jan., Coal and Gen.-D. S. `& Co., Ld.

Kowloon, Ger. s.s., 1,487, A. Enigk, 4th Feb., -Chinkiang 31st Jan., Gen.-H. A. L. Kueiyang, Br. s.s., 1,0-14. M. Dawson, 3rd Feb.,-Canton 2n Feb., Gen.-B. & S. Landrad Scheiff, Ger. ss, 1,012, H Grandt, 4th Feb.,-Shanghai-31st Jan., Ballast.-S. &

Linan, Br s.s., 1,252, C. C. Williams, 3rd Feb. . —Canton 20d Feb., Gen —B. & S. Machew, Ger. s s., 996, R. G. Zöllner, 31st Jan .- Hangkok 21rd Jan , Rice and Gen.

Mausang, Br. s.s., 1,644, R. Houghton, 29th 2nn.,-Sandakan 23rd Jan., Timber and Gen - J., M. & Co. Meelno, Ch. s.s., 1,339. J. MacAtthur, 3rd

Feb .- Canton and Feb., Gen -C. M. S. Merapi, Dut. s.s., 1,59', E. Uldall, 3rd Feb. - Java Ports and Singapore 27th Jan., Sugar and Gen .- Chinese.

Pulo Sambo 19th Jan, Kerosine Oil.-⊪ EsMeyer & Co. Nissin Maru, Jap. s.s., 1,957, S. S. irakawa, and

Feb.,-Mnji 27th Jan., Coal.-M. P. K. Nubis, Br. s.s., 2,844, F. I. Fox, 4th Feb.,-London 21st Jan , Gen .- P. & O. S. N. Co. Orland, Nor. s.s., 914, T. A. Lie, 3rd Feb ,-Rajang (Borneo) 27th Jan., Timber,-Wallem & Co.

Persia, Br. s.s., 2,744, A. Dixon, 11th Jan.,— San Francisco 7th Dec., and Portland, Or. 15th, Flour -. O. & O 'S. S. Co. Pheumpenh, Br. s.s., 1,065, J. H. Scott, 2nd | () Feb. -- Saigon 28th Jan. Rico .-- Wo Fat

Phranang, Ger. 5.5, 1,020, F. Bücking, 31st B Jan.,-Ban, kok 20th Jan., Rice.-B. & S. Powhatan, Br. s.s., 1,640, W. T. Tuiner, 14th Jan,-Moji 8th Jan, Coal.-D. & Co., I d. Prinz Sigismund, Ger. s.s., 3,30 , D. Lenz, 4th teb. - Sydney 14th Jan., Gen.-M. & Co. Prometheus, Nor. s.s., 1,024, O. Cornelsen, 4th Feb,-Bangkok 26th Jan., Rice-M. &

Sado Maru, Jap. s.s., 3,850, Geo, Anderson, , 1r1 Feb.,-Yokohama and Shanghai 31st Jan., Gen.-N. Y. K. Samsen, Ger. s.s., 498, F. Schmitz, 17th Jan.,

-Bangkok via Swatow 6th Jan., Gen.-B. Shimosa, Br. s.s., 2,679, H. S Best, 3rd Feb.,-Yokohama via Yokkaichi, Kobe, Moji and. Shanghai 30th Jan., Gen .- D. & Co, Ld. Shinshu Maru, Jap. 8.8., 2,4 9, K. Nagata, 17th

Jan,-Moji tith Jan., Coa!.-Fukusei "& Singen, Br. s.s., 1,04 . F. Jamieson, 20th Jan., -Haiphong and Hoihow 19th Jan, Rice and L ve Stock.-B & S.

Standard, Nor. s.s., 894, H. N. Bull, 13th Jan., 1. -Cebu (Phil ppine Islands) 8th Jan. Ballast -Wallem & Co. Suisang, Br. s.s., 1,785, W. D. Welsh, 19th

Jan.,—Hongay 17th Jan., Coal.—J., M. & Sungkinne, Br. s.s., 987, G. 11. Pennelather, 3rd Feb .- Hoito 3. th fan , Gen .- B. & S. Taishan, Br. s.s., 1,414, 1. S Laing, 23rd Jan.,

-Baigon 18th Jan., Gen.-B. & Co. Taming, Br. s.s., 1,350, A. Somerville, 31st Jan.,-Manila 18th Jan., Gen.-B. & S. Triumph, Ger. s.s., 769, J. Bendixen, 32th Jan.,-Haiphong and Hoihow 29th Jan., Gen.-J. & Co.

Tsintau, Ger. s.s., o 6, O. Koch, 6th Jan.,-Bangkok and Hoihow 1 th Jan., Rice and Yuensang, Br. s.s., r,128, Rolfe, 3rd Feb.,-Manila 31st Jan , Gen .-- J., M. & Co. Zafiro, Br. s.s., 1,619. R. Rodger, 3rd Feb.,-Manila 1st Feb., Hemp and Su ar .- S., T.

& Co.: The Shipe Passed Canal.

ard fanuary -Achilles, Polynesien . Nubla Gleneaun, Nore. Prumperth, Vorwaerts. 7th January - Acamemnon, Glenlochy, Menel 11; Indrasumha, Senegambla, Yunnan, Brasilla, Glimorganthire, it the January-Awa Maru. Brnist Simons, Atholi, fillachi Marn 1116 January Benlowers, Longsor, Cathoy, Syrta. 1 Hollow and Haiphong-Per Haichow, 6th Schools, (Got) 17th January - Lacrees, Kielel, Fob, 11 A.M.

Sachsen, Tourane, Melnam. 2181 January -- Manila, Monmouthshire, Satsuma Antilockus, Patrocius, 24th January-Benmohr Palma, Kanagawa Maru, Sambia, Pakling, Pathan, Tonkin, Segovia, Tamba Marie, Yorck. 28th January-Hokestaufen, Benavon, Silv'a. Myrmiden, Nyansa. 31st January-Armand Behic, Afax Machaon, Lowther Castle, Sikh,

Andres, Rickmors. Arrivals at Home-3rd January-Persia Suevia, Prins Ludwig. 7th January-Prinsess Alice, 10th January-Polymesten, Persia. 14th January-Indien, Alcinous, Kamakura Maru. 17th January-Sithonia. 18th January-Nore. 21st January-Achilles, Hitachi Maru, China, (Aus.) Glenearn, Tourans, Candia, 24th January-P. R. Luifpold, Silesia, (Ger.) 27th January-Syria, 28th January-Meinam, Canton gist January-Yorck, Laertes, Sachsen.

. Steamers Expected.

Versels	From	Agents	Du	
Della Levanzo	. Singapore .	C. & Co	Feb. 6	
Tean	Manila	B. & S B. & S	Feb. 7	
Goeben Kuttang	Colombo, Singapore,	M, & Co J., M. & Co	Feb. 11	
Nippon Maru. Tsinan Emp. of China	. Sydney a V ancouver	B. & S C. P. R. Co	Feb. 16	
Ri jun Maru . Arabia Brasilia	Bombay	N. Y. K P. & A. Co	Feb. 18 Mar. 19	
Dravilla	· Sinkwhole	13: 17: 6: 1:11 15:		

DUCK RETURNS.

HONGKONG AND WHAMPOA DOCKS. Neil Mcleod at Sorsogen Persia..... Landrat Scheiff l'sintau' Chica..... Chipshing Singan Suisang

CHINA COAST MATHOROLOGICAL REGISTER. February 4th, 1908 a.m.

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ı	ladivortock	7 a.m	<u></u>	-, -		<u> </u>	—	OT ALCOHOL	RURN.
ı	Semileo	6 8.00	29 81	- -	NW	7	- .		
1	Hakodate	6		_ —	NW	4		Adams, M. and Mrs. F.	Marchaut
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1	Koshi		30 07	_ .	sw	4	`	Bonnar, Mr. and Mrs.	2414
-	Nagasaki		30.1	<u>_</u>	NE	2		J. W. C. Caldwell, G. E.	ໄປມີຂາ' ເາ
	Kagoshima		33.18	_1	N	4		Caldwell, G. E.	FATO
	Oshima		IT I	<u>_</u> j	S	4	 .	Clothier, Mr. and Mrs.	Smith, M
-	Nahu,			l	NE	2	_		Smith, N
	shigakijima.				NE	6	·	Denison, Mr. and Mes.	Grant
	Bonin Is		19 89	_	N	7	— `	Tarable states as a second of the second of	emith. Pe
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•	Shanghai) B.m.	30.34	34 90	1		_		
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ı	Amoy,				•	4	or		grainnt,
	Swatow		30.03	- ,	, 1	3	C.	Astraea	Critiser.
,	Taihoku			-;-		4		Redford	
	Taichu	16 1	30,5	***	1 1	0	,	Bramble,	river gu
i	Taivan	11	29 98		1 '-	4	•	Britomart	river gu
•	Koshun	h n 😘	29 97		NE	8		Cadmus (aloub
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l	Pakhoi			-	· [—		Kent	(rujset,
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Parometer 30.12 Temperature Humidity

Taipo, New Territories. Rate of Postage, for Letters, 2 cents per t oz. A mail will be made up daily at 4 p.m.

A Mail will close for :--Haiphong - Per Hanol, 6th Jan . 9 A M. Swatow. Amoy and Foothow-Per Halching, 6th Feb., 10 A.M. Swatow and Shanghai - Per Kwongsang, 6th Feb., 11 A.M.

Nagasaki, Yokohamz and Kobe-Per Prisa L. Stefimennd, 6th Feb., 11 A.M.

Shanghai, Moji Kohe and Yokohama-Per Nub'a, 'th Feb., 11 A.M" Macao Per Sul Tal, 6 h Feb., 1.15 P.M. Shanghai--- Per, Linas, 6th Feb. S.P.M. Amoy-Per Hongbee, (th Feb , 3 P.M. Macao-Per Sut Tat. 7th Feb., 1.15 P.M. Manila-Per Ymensang 7th Feb. 3 P.M. Cebu and Iloilo-Per Sungalang, 7th Feb. Kobe and Yokohama-Per Awa Mars, 7th Manila-Per Zafro, 8th Feb. 10 A.M. Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, Wash,-Per Kumeric, 8th Feb., 10 A.W. Burone, Real India, via Tuti orn- P Peninsular, 8th Feb., 11 A.W. Macao-Per Sui Tai, 8th Feb. 1.15 P.M.

Singapore, Penang and Calcutta - Per Jaflax, 8th. Feb., 2 P.M. Sandakan-Per Mauiane, 8th Feb., 3 P.M. Shanghai-Per Yochow, 8th Feb., 3 P.M. Singapore, Colombo and Bombay - Per Wakamiya Maru, 8th Feb., 3 P.M. Tsingtan and Chefoo-Per Kwelyang, 8th Feb., 3 P.M. Shanghai, Nagasaki, Kobe, Yokohama Honolulu and San Francisco-Per China, 811 Feb 5 PM.

&c. (supplementary)-Per China, "9th Feb Shanghai, Nagasaki, Kobe and Yokobama— Per Glomorganshire, 10th Feb. 13 A.M. Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Bris bane, Sydney, Hobart, Launceston, New Zenand, Melbourne, Adelnide and Perth-Per

Changsha, 10th Feb. 3 P.M. Shanghai-Per Kinklang, 11th Feb. 3 P.M. Manila-Per Tean, 11th Feb., 3 P.M. Batavia, Cheribon, Samarang, Sourabaya and Macassar-Per Tjilatjap, 11th Feb., 3 P.M. Manila and Cebu-l'er Shimosa, 12th Feb.,

"Europe, &c. India via Tuticorin—Per Pring Heinrich, 17th Feb. 11 A.M. Singapore, Fenang and Bombay -- Per Levouso, 12th Feb., 4 P.M. Shanghai, Nagasaki, Kube, Yokobanis "letoria and Vancouver, B.C .- Per Emfress'o Japan, 13th Feb. 3 P M. Shanghai Yokohama, Kobe and Moji - Per

Rulsang, 14th Feb., 3 P.M. Manila-Per Loongsong, 14th Feb., 3 P.M. Manila-Per Rubl, 1 th Feb . 10 A.M. Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-Per Manchuria, 15th Feb., 11 A M

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Smith. Percy

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Berry, F., J., wife and Howar, D. C.

Wm. H. and child.

Barrelt, Mrs. M. A.

fillyen, Wm. R.

Hendy, Harold E.

Hough, Dr. Spencer

Hutchinson, Wm. M.

Lawson, Capt. J. J. McKenzie, J. H.

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Wagatha, Made Mais-

Logan, Major and Mrs.

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Playne, Mr. and Mrs.

Shordridge, Mr. & Mrs.

Tweedie: Lt. and Mrs.

Petrie, Mr. and Mrs.

Reid, Lieut.-Col.

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Rissland, H.

Bargent, Mr.

Sayor, G. W.

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Martin, R.

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Mast, E.

Holmes, F. E.

Kiene, F.

Morgao, Mr.

1. F. B.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Wilkinson, T. L.

Wood, G. G.

Woods, J. D.

Healy, H.

Mrs. R. A.

Howard, E.

Holmsen, O. N.

Hewett, Hon. Mr. a

NAMR.	CLASS.	Tons.	GUNS.	1.H.P.	CAPTAIN.	LAST REPORTED A
		700	Υ	3,000	Commander E. La T. Leutham	en route Singapor
Incity	despatch-vessel	700	10	7,000	Captain C. L. Vaughan-Lec	Shanghai
straet	gruinnt, and class	4,363		22,000	Captain S. E. Erskine	Hougkong
ledford	chriffer, ist class, joe,	9,800	, ' 4	i	LieutCommander E. G. W. Davidson	
Iramble	• 	710	· 0	900	LieutCommander W. L. Bamber	Yangtse
retoment	river gunboat	710	D	900	Commander B. L. Majendie	Hongkong
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· · · · · · · · · · · · · · · · · · ·	water rank and tug	390		300	C	Cruising North
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lin ,	tomedo host destroyer		.რ	5,700	LieutCommander A. L. Gresson	
ame in the	l and alama	4,300	10	7,000	Captain Roland Nugent	Hongkong
inra	Critiser, 2011 Cinns		6	4,000	LicutCommander W. H. Darwall	Hongkong
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fart	torpedo boat destroyer	275	. 6	3,900	LieutCommander C. A. Fremantle	Hongkong
apus	tornedo host destroyer	280	* * 4	12,000	Captain G. C. A. Maroscaux	Hongkong
(ent	(ruiser, in class ,	9,800	. 14	,	Captain C. F. Thursby	en route Singapo
ling Alfred # 1417 to	i i i i i i i i i i i i i i i i i i i	14,100	18	30,000	LieutCommander S. H. Tennyson	Yangtse
Cinahia	river gunhoat in			1,200	Commander F. H. Walter	1
	enevering this	1,070	, 0	1,400		Singapore
ferlin	cruiser ist class an au	1 7 7 7 7 7	14	22 ₁ 000	Captain J. A. Tuke	West River
donmouth	river gunbinat	I So	2	} ×io	LieutCommander A. Mellin	, , , ,
Monchett		l 'Ye ∣	2`	240	Lieut, Commander R. S. Roy	. Yangtse
Nightingalo	river gunboat		6.	13,300	LieutCommander J. Kiddle	Hongkong
litter	inrpedo boat destroyer	85	2	140	Lieut,-Commander C. C. Walcott	Hongkong
₹อกีเม	river gunbo t	1	5	1.10	Lieut-Commander H. R. Tickell	West River
jandpiper	eiver gunbo t	. 85	,	140	LieutCommunder Alan Dixon	, Yangtee
nipe	river gunhort and are a		6	6,500	Boin, W. Strath	
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Virago	l augrepuing thin		p 4	450	Commander R. W. Glennie	17 and back
Waterwitch	torpedo boat destroyer	360	6	2,000	Lieut. Commander H. B. Cox	Yangise
* ***		The same	2	800	LieutCommander inn F. Knox	
Widgenn	. Tiver gundost		1 . 2	1. 550	LieutComd . H. R. V. Cottrell-Dorme	Yangise
Woodcock	river ganboat		1.,	1,40	Lient-Commander G. R. Livingstone.	Yangise
Modfark	fiver gunboat 😘 😘			**		
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E CALIFFE CAME	•					

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	Tons.	GUNS.	н. Р.	COMMANDING OFFICERS.	LAST REPORTED AT
Acheron Adour Alger Alouette Argus Bruix Décidée D'Entrecasteaux † Esturgeon Fronde Henri Rivière Lypx Manche Monsquet Olry Peiho Perle Pistolet Protée Redoutable Styx Takiang Vauban	armoured gunboat receiving-ship 2nd class cruiser torpedo-depot river gunboat armoured cruiser gunboat 1st class cruiser sub-marine destroyer river gunboat sub-marine surveying-ship destroyer river gunboat river gunboat sub-marine battleship, reserve armoured gunboat steam-launch tornedo-depot	1,721 4,32) 506 180 4,811 647 8,123 141 1,512 303 165 130 3,330 1,721	8 20 66 25 75 10 7 6 3 7 58 - -	1,650 400 1,150 8,700 4,50 7,000 1,600 1,600	Lieut. Fauré Lieut. Du Merle Commander Fournier Commander Kérihuel Lieut. Audouard Captain Rochas Lleut. Le Blanc Capt. Tracou Lieut. Combet Lieut. Thierry Lieut. Mehs Lieut. Guesnel Commander Ragot de la Touche Commander De la Roche Karandraon Lieut. Marchand Lieut. Marchand Lieut. Hubert Commander Mortenol Lieut. Seriot (Amene Olry) Commander Mortenol Lieut. Bibel Lieut. Bibel	Saigon Haiphong Shangbai Saigon Tongku Saigon Hongay Saigon Hongay Saigon Cap Saint-Jacques Cap Saint-Jacques

		Reserve	Salgon
Vipére Gunboais.	175		
Lion	473 -		
Belonnetto	170 -		
Bouclier From the seed of the	184 =		
Corobade	140		Haiphong
Estoc	141		

(#) Flagsbip of Reat Admiral de Marolles

The samualing the mayal deleace of tado China and the same of the

•	Supplied by Messrs. B.	S. Kadoos		46-48-61		TATION ter alterations give	ren under "Commercial Intelligence," pag	c.5 •	
	STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PERENTE.	AT WORKING	LAST DIVIDEND.	APPROXIMATE METURN AT PRESENT QUOTATION. LASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
4	Hongkong & Shanghal Banking Corporation	∦∩,000 40,000	\$125 \$125	\$125	{	\$1,797. 67	{ £1.15/- for \$-year ending 30.6.07 @ ex } 2/2 3/16 = \$16.04	51.%	S715 S713 Dow issue London £79'
•	National Bank of China, Limited	"0,925	£7	£6	{ \$300,000	571,2 3	\$2 (Lundon 3/6) for 1993	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$ 51
, ,	Canton Insurance Office, Limited	1,000	†250	\$50	\$11,560,000 \$219,058 \$431,959 £125,000	none	\$20 or 1906	81 .	5245
	North China Insurance Company, Limited	10,000	£15	£5	Tis. 100,000 } Tis. 48,942 }	Tls. 204 4 4	Final of 7/6 per share making in all 15/-} for 1906=Tis. 2.65	6 %	Tis. 87} scilers
.:	Union Insurance Society of Canton, Limited	2 400	1250	froo	£70,000 { \$456,407 } £125,137.15/-	1 460 4 0	{Final of 512 making \$42 for 1905 and} {interim of 530 for 1906}	5 %	1830
	Yangtsze Insurance Association, Limited	8,000 4,000	*100 \$100	₹^o \$60	\$817,628 \$850,000 \$159,113 \$1,988	" 394,520	i f r year ending 31.12. 5	h (11 - 1 ₁)	S 5152) buyers
1	FIRE INSURANCES. China Fire Insurance Company, Limited		Sroo	\$20	\$1,000,000 \$320,449 \$7,616	\$362,980	** and bonus \$2 for 1905		\$5140 buyers 298
	Hongkong Fire Insurance Company, Limited SHIPPING. China and Manila Steamship Company, Limited		\$250 \$25	\$50 \$25	\$1,256,483 \$7,000	\$435,236 \$365	1 6		\$335 \$15
٠.	Donglas Steamship Company, Limited	10,000	\$50	\$ 50	\$264,638} \$96,988} \$250,000}	Nil.	6 \$4 or vest enting 301907	10 %	\$40
•	Hongkong, Canton & Macao Steamboat Co., Ld Indo-China Steam Navigation Co., Ld. (Preferred)	/o,ooo	515	515	\$86,989) \$ {60,000}	/27,101	fr for 1st half-year ending 30.6.87		\$29 }
' 'C	Do. do. (Deferred). Shanghai Tug and Lighter Company, Limited Do. (Preference)	62,000	71s. 50	£5 Tls. 50	Tis. 54,372	0 % 13 347	5" for 1906 @ ex 2/24 = \$2.24 per share Interim of Tis. 11 for account 1907		\$38 \$28 {Tis. 46 sellers Tis. 50 sellers
•	"Shell" Transport and Tracing Company, Limited Star " Ferry Company, Limited	2,000,000	£1 \$10 \$10	£1	\$65,000 } \$32,957	1/2/3/0	Interim of 1/- (Coupon No. 8) for a/c 1907 {11.00} for year ending 30.4.1907	P .	\$44/- \$25 buyers
,	Taku Tug and Lighter Company, Limited	240	, ,	ri-, 50	Tis. 419,479 Tis. 62,000	18 730	Final of Tis. 2 making Tis, 6 for 1906	10. 7	\$121 buyers Tis, 47 sellers
•	REFINERIES. China Sugar Refining Company, Limited	. 10	100	100	Tis, 81,200 Tis, 30,000	1 .			ii ii
	Luzon Sugar Refining Company, Limited	7,000	5100 Tis. 50	\$100 Tis. 50	none Tit. 100,000	's. 8,935	8 for year ending 31.12.06		Sico buyers Sic sales Tis, 80
	Mining. Chinese Engineering and Mining Company, Ld	1.000,000	Li	/1	{ <u> </u>				
-	hand Australian Gold Mining Company, Limited	50,000	Ž:	10 £1	L ⁸ 4 39 ^Q } L ⁴ 4, ⁸ 73	£11,556	Final of 1/6 (No. 9) for 1907		Tis. 15.20 b.
	DOCKS, WHARVES & GODOWNS., Fenwick (Geo.) & Co., Limited	18,000	F25	125	4,124	10,335	• \$1.75 for year ending 31.12.06	11 1 %	515.
,	Hongkong & Kowloon Wharland Godown Co., Ld., Do. do. new)	0,000 20,000	\$50	sto	(1000 27,1 52	3,047	[Interim of \$2 for six months ending June) 61.7	{ \$55 old {\$53 new
:	I makong and Whampon Dock Company, Ld		\$50 \$ 100	100	30,000 } 100,000 } \$50,000 } (,000,000	491,580 (5, 10,459	34 for 1st half-year ending June 30th, 1907 [Interim of Tls. 2] for six months ending	81 %	\$97 buyers Tls. 78 buyers
	Shanghai and Hongkew Wharf Company, Limited	ł .	"Is. too		5. 487,210 Tis. 10,000 Tis 19,100	s. 23,117 ·	Interim of Tls, 8 for account 1907	1	Tis. 212 sales
•.	LANDS, HOTELS & BUILDINGS Anglo-French Land Investment Co., Ld	25,000	Tls. 100	100	Tls. 75,000 J	Tis. 3,388	Tis. 6 for 141 months ending 28.2.07	6.7	Tiee
	Astor House Hotel Company, Limited (Shanghai) Central Stores, Limited	50,123	\$25 \$15 \$50	\$25 \$15 \$50	30,000 \$1,000 1 1(4',474)	310,908	\$2} for year ending 30.6.07	13 X	Tis. 105 \$20 buyers \$14 sales
	Hongkong Land Investment and Agency Co., I.d., Humphreys Estate & Finance Company, Limited	i r _i ono	\$100	Too .	35,075 } 250 roo 17,425 } 150,000 }	3 Q15 4 621	{Final of \$3\} making in all \$7 for year} ending 31.12.07	7 %	\$102 \$102
	Kowloon Land and Building Company, Limited Shanghai Land Investment Company, Limited	78.0 o	Sço Tis ço	530 Th. 50	{ 11s, 869,493 } T1s, 170,000 }	12,089	Interim of Tis. 3 for account 1907	. 7 2	\$35 sellers Tis. 107 sales
	West Point Building Company, Limited	4	550	Sto	sone	11 541	Final of 52.10 making in all \$4.10 fcr year ending 31.12.07	1 01 0	48
•	Ewo Cotton Spinning and Weaving Company, Ld Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	1'15, 50 \$10	Sio	Tis. 150,000} Tis. 23 276} \$60,000		Tis. 21 for year ended 31.10.10.7		Tis. 56 sales \$10'
	International Cotton Manufacturing Company, Ld Laou-kung-mow Cotton Spinning & Weaving Co., Ld. Soy Chee Cotton Spinning Company, Limited	B,000		Tis. 100	Tis. 150,000 none Tis. 28,257	Tis. 85 519 Tis. 31,469 Tis. 50,663	Tis. 8 for 1906		Tis, 55 Tis, 72}
	MISCELLANE 7US. Bell's Asbestos Eastern Agency, Limited	8 604	12/5	12/6	£1,299		Tis. 50 for 1936		Tis270 buyers
•	Campbell, Moore & Co., Limited	4,000 4,000		110 112 118, 50	# 59,000 one s. 50,000	£638 \$653 Nil. Tis, 889	1/3 per share for 1906	***	\$10 buyers \$10 Tls. 55 buyers
<i>:</i>	Do. Do. special shares	25,000	\$10 \$1 \$10}	\$10 \$1 \$1	10 ne 20,000 \$10,000 }	\$25,000 \$3,593	80 cents for year ended 28.2.06	,	181-buyers
	Dairy Farm Company, Limited Green Island Cement Company, L. m ted	400,000	\$7\$ \$10	\$6 110	\$11,000 \$11,00	\$2,974 \$10,804	S1.30 for year ending 31.7.07		\$17 \$114
٠,	Hongkong Electric Company, Limited	60,000	\$10 \$10 \$25	\$20 \$10 \$25	\$186,000 205,000	\$15,002 \$2,953	524 for year ending 28. 2.07	61 Z	\$21 buyers \$15
·.	Hongkong Rope Manufacturing Company, Ld	25 Ann	\$10 Gs. 100	\$10 Gr. 100	\$65,000 { Tis, 547,500 } Tis, 27,603 }	\$4,361 \$4,212 Tls. 10,374.	Interim of \$4 for 1-year ending June 30th 'of Interim of 80 cents per share for a 'c 1907 { Final of Tis. 71 and bonus of Tis. 22 mak. } ing in all Tis. 321 for 1907	. 8 %	\$24) \$25 Tls: 410 buyers
	Peak Tramways Company (new)	67,500	\$10 110 \$10	\$10} \$1 \$10	none		Si persh. or periodir m 19th Oct. to 30th Apr. o.	8 %	16 buyers
•	Shanghai Pulp and Paper Company, Limited	5,400		Tis, 50 Tis, 50 Tis, 100	Tis. 100,000 Tis. 67,323 [Tis. 45,000]	Tls. 7,990 Tls. 9,751	Tis. 4 for 1905	•••	Tis. 113 sellers Tis. 45 sellers Tis. 65 sellers
	Shanghai-Sumitra Tobacco Company, Limited Shanghai Waterworks Company, Limited	30,000	Tls, 20	Tis, 20	Tis, 8,000 } { Tis, 24,820 } { Tis, 50,000 }	Tls. 3,354 Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 %	Tis. 65 sellers Tis. 124 sales
٠.	South China Morning Post, Limited	6,000 20,000	\$25 \$ 5	\$25 \$ 5	Tis. 190,000 none none	Tis. 85,592 Dr. \$41,934 \$478	Interim of 15/- for account 1907 (old) } Interim of 11/3 for account 1907 (new) None 40 cents for year ending 31-5-7	****	Tis. 360 buyers 120 16 sellers
• .	United Asbestos Oriental Agency, Limited	50,000	-\$10	\$10	Tis, 15,295 } Tis, 4,000 } none	Tis. 201 \$349	Tis, of for year ending 30.4.07		Tis. 97 \$. 1
	Watson, (A. S.) & Co., Limited	90,000	110	\$4 \$10	\$55,000 \$300,000 \$25,000	\$1,360 \$5,482	180 cents on 9,900 ord.shares and 1,8 on 100 Founders shares in your did. 51.5.07; Interim of 30 cents for account 1907	61 %	Sto.
	***************************************	15,000	£10	Sto	none	\$4 1	Final of 30 cts. making 80 cts. for the } year en ied 30th June, 1900		\$5} buyers
. •	em de finance economicates i especialistica i que la referença mente i con el constitución de la constitución								
٠,							Tocse shares are entitled to ball of the profits.	Ances to sign	
		10 mg 1 mg							

Mills.



THE PENINSULAR AND ORIEN TAL STEAM NAVIGATION COMPANY.

STEAM.

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued, for BATAVIA, Persian Guly, Continental, Ameri-CAP and SOUTH AFRICAN PORTS.)

THE Steamship

"PENINSULAR,"

Captain R. A. Peters, carrying His Ma-jesty's Mails, will be descatched from this for BOMBAY, &c., on SATURDAY, the 8 h February, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's 8.8. Mucedonia, 10,500 tons, from Colombo, Passengers'accommodation in which vessel is secured before departure from Hong Silk and Valuables, all Cargo for France.

and Tea for London (under arrangement) will be transhipped at Colombo into the Mai! steamer proceeding to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to "E. A. HEWETT,

Superintendent. Hongkong, 25th January, 1908.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAN FOR SAIGON, SINGAPORE, BATAVIA. COLOMBO, CALCUTTA, BOMBAY, DJIBOUTI, EGYPT,

Marseilles, London HAVRE, BORDEADX, MEDITERRANEAN, AND BLACK SEA PORTS.

The S.S. "OCEANIEN," Captain Magnen, will be despatched for MARSEILLES on TURSDAY, the 18th February, 1908, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. Australian bound for Marscilles via Bombay and Aden.
Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in

Next sailings will be as follows SS ERNEST SIMONS 3rd Mar. J MILLET,

1 agkoog, 4th February, 1908.

REGULAR STEAMSHIP SERVICE

TO NEW YORK, VIA FORTS AND SUBL CANAL, _ (With Liberty to Call at Malabar Coast).

-PROPOSED SAILINGS FROM HONGKONG. FOR BOSTON AND NEW YORK. S.S. "SHIMOSA"......tath February, 1928. For Freight and turther Information, apply. DUDWELL & Co., LIMITED,

Agents Hongkong, 2181 January, 10 8

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

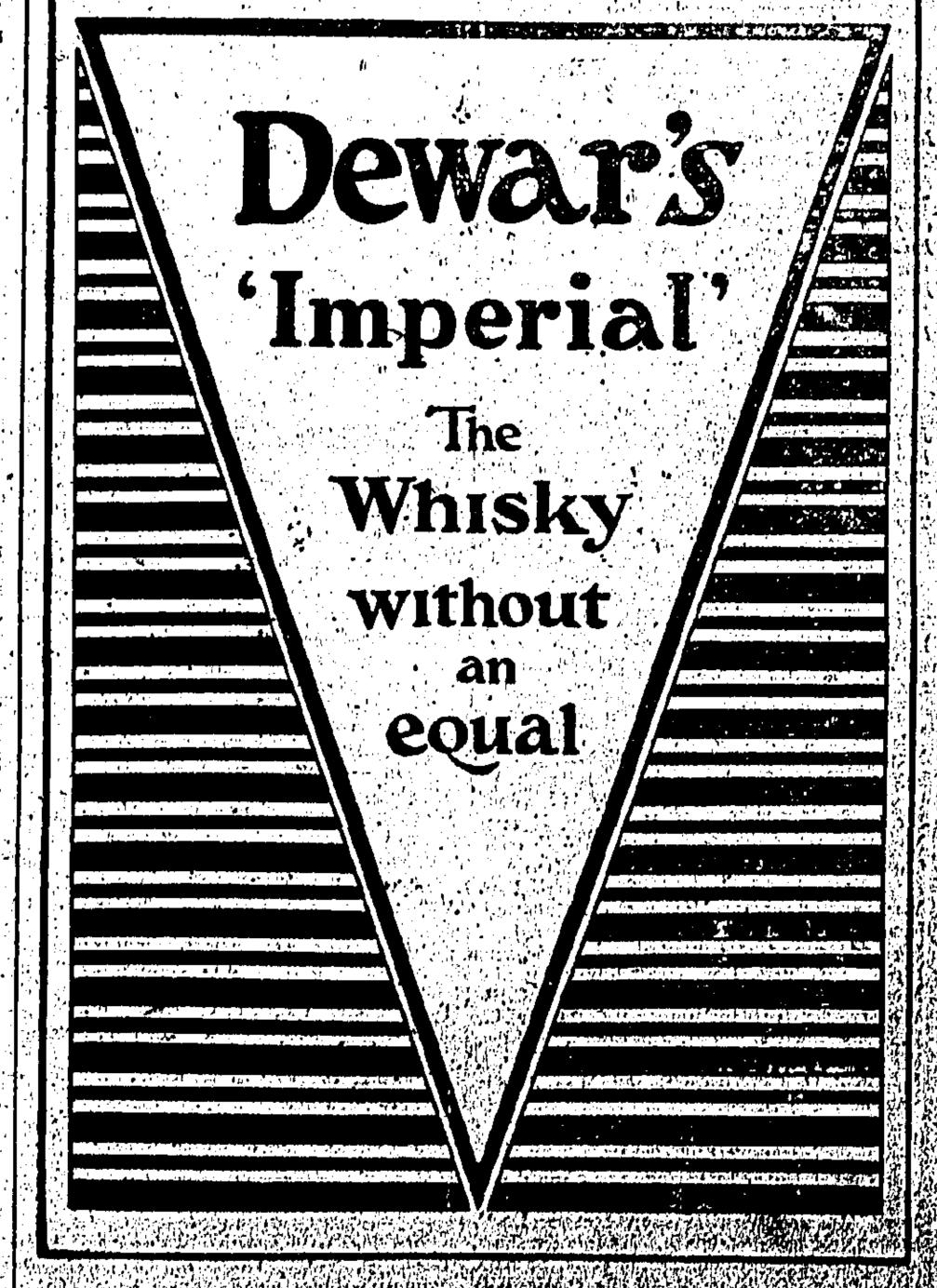
DEPOT

EASTMAN'S

KODAKS, FILMS,

Beceives PROMPT and CAREFUL ATTENTION.

Hongkong/a6th May, 1905.



Sole Agents: BUMANN & BERBLINGER.